ATLANTIC FISHERMAN

MARCH, 1947

Columbian Tape-Marked, Pure Manila Rope is manufactured from the choicest manila fibre selected and graded by the Columbian Organization in the Philippines. For constant safety, it is the best rope we know how to make and the finest rope you can buy. It is easily identified by the Red, White and Blue surface markers—your assurance of quality, proved performance and complete dependability under *all* conditions.

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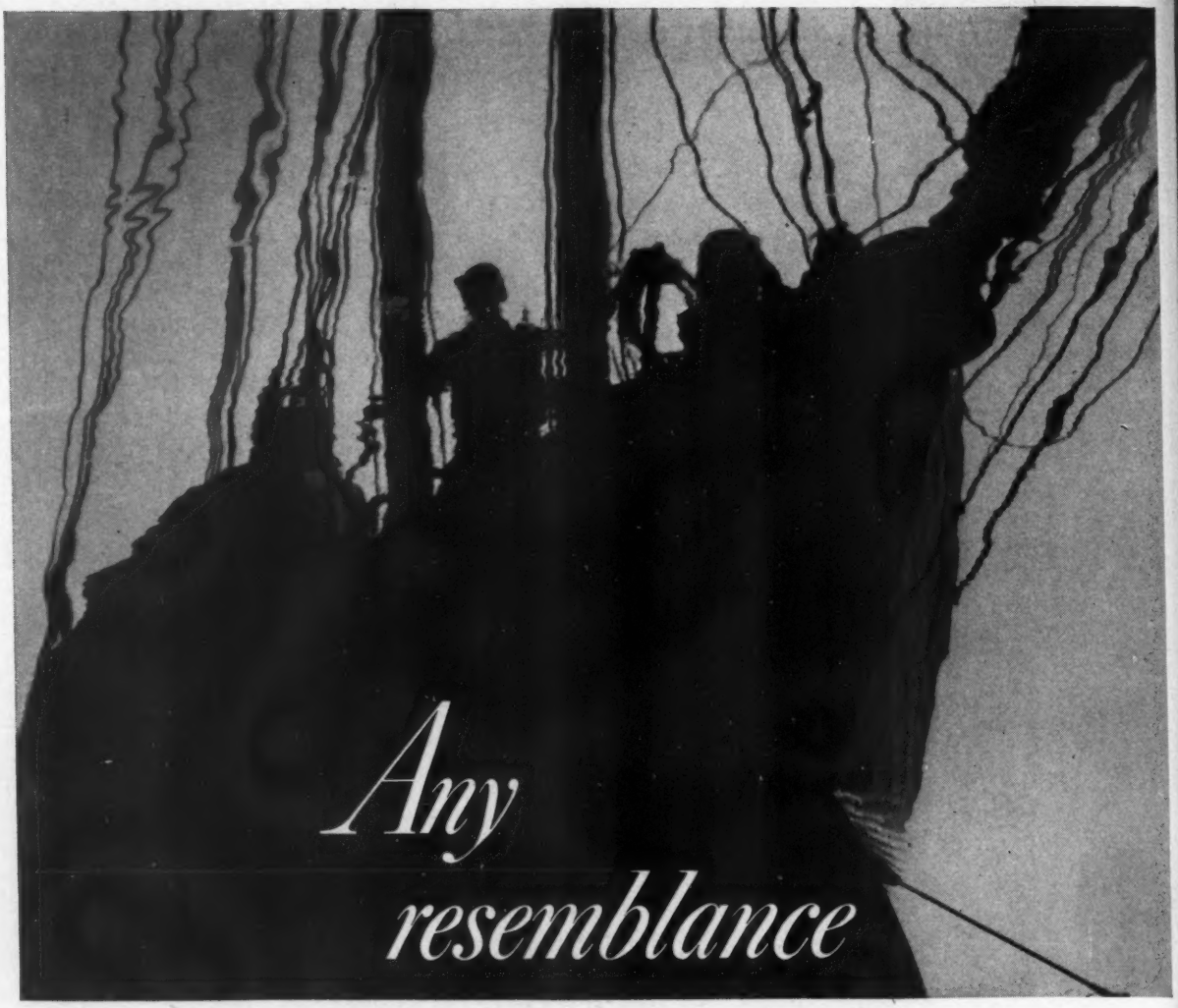

to your Profits?

Profits can be as wobbly as a reflection if you're not sure of good performance from your fuels and lubricants—performance that makes those marine engines hum and purr, carrying you swiftly and surely out to the grounds and back. Poor performance puts profits in doubt!

Don't sacrifice your profits by a hasty decision on fuels and lubricants. Esso Marine Fuels and Lubricants are built to protect profits! They do it in the language a ruthless sea knows best... the language of performance, the language of results!

QUESTION: What's the difference between sardines and engines?

ANSWER:

SARDINES CAN PAY "NEPTUNE 1" $930 EXTRA A TRIP

It narrowed down to two makes of Diesels for the "Neptune I"—a slow-speed heavy Diesel, or a modern, 2-cycle GM Diesel. Neptune's owners chose the GM.

Omitting for the moment all the operating advantages of this smooth, powerful engine, just look at what the saving in space means under normal conditions.

The GM Diesel saved 8 feet in length of engine room. That space added 1,152 cubic feet to the fish hold—31 tons of sardines.

So at $30 a ton, each time the Neptune romps merrily home with a full catch she's ahead $930. If she has fifty capacity loads a year—bingo, $46,500 *extra. That's the difference between hauling sardines and engines.*

Then besides, GM Diesels start easily with electric cranking. They're quick to pick up any load, because there's power at every downstroke. And, of course, they use economical, safe fuel.

This is an engine you should know all about. Let us see that you get full details.

"Neptune I," 82-foot combination purse seiner and tuna boat built by Heo Boat Co., Oakland, Cal., powered by a GM Series 71 Twin-6 Diesel engine.

GM GENERAL MOTORS DIESEL POWER

DETROIT DIESEL ENGINE DIVISION

DETROIT 23, MICH. ● { SINGLE ENGINES . . Up to 200 H.P. / MULTIPLE UNITS . . Up to 800 H.P.

GENERAL MOTORS

DIESEL BRAWN WITHOUT THE BULK

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ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes

CCA P. G. LAMSON, *President* GARDNER LAMSON, *Publisher* L. E. HALL, *Editor* NBP

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VOL. XXVIII MARCH 1947 NO. 2

Fish Prices Must Be Held At Competitive Level

Having enjoyed a period of record prosperity because of high prices, fish producers are now faced with the necessity of readjusting themselves to lower prices which reflect the law of supply and demand.

It is generally recognized that fishermen have had exceptionally good earnings, which they no doubt deserved, particularly in view of the lean years they experienced some time back. But now, prices must be maintained at a level that will avoid buyer resistance.

Already, there have been attempts to maintain high prices by limiting production and by refusing to sell below certain levels. Such action certainly will not find favor with the buying public.

During war-time, the industry became so accustomed to doing business on the basis of OPA ceilings, that it may be difficult for it to realize that under normal conditions prices are regulated by the balance between supply and demand, and this is particularly true in the case of perishable foods.

The big problem that faces the industry today is the competition from other foods such as meat, poultry, eggs and cheese which are again in abundant supply. If the normal price relationship of fish with competing foods is out of line, the fisheries will suffer.

Therefore, it is vital that fish prices are not artificially inflated, and in order that fishermen can secure a just return for their efforts, it is necessary that all distribution factors between the fishermen and consumer keep their mark-ups at competitive levels.

Being faced with competition from other domestic foods, as well as low-priced imported fish, our fishing industry must hold down its prices in order to maintain a profitable rate of production. From the standpoint of both boat owner and fisherman, it is more desirable to bring in full trips at lower prices, and be assured of a market, than to curtail production to secure high prices, with the possibility that a market couldn't be found even for the limited catch. In order to be operated profitably, a boat must be kept fishing continuously, and this in turn insures a steady income for the crew.

In recent months the industry has been plagued by excessive cold storage inventories. Much of this fish was processed at high raw material costs. Because of the availability of other foods, the consumer is reluctant to buy this frozen fish at prices which packers and distributors feel they should charge. However, it is reported that prices already have been sacrificed on some frozen stocks, which would appear to be a desirable move. The elimination of surplus frozen fish, even at a loss, will be of considerable help in assuring the long-range stability of the fisheries.

Once the industry gets readjusted to current conditions and reconciles its economic relationship in the overall food picture, it should be squared away for a good future. Fishermen and boat owners still should be able to make earnings which will be far above those of the prewar period and large enough to compensate for increased equipment and living costs.

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In an Emergency My 2 Cylinder *Sheppard Diesel* Starts by Hand

I NEED CARRY *only one type of fuel. My Sheppard Diesel starts and operates on the same fuel . domestic furnace oil.*

DOMESTIC FURNACE OIL *fuel does away with the fire hazards of handling and storing explosive liquids.*

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SHEPPARD FULL DIESEL *operation is my greatest assurance of a safe return from every trip . . . in time to get the best price for my catch.*

THE 13 SERIES of 18-20 H.P Sheppard Diesels are the only engines of their rating available with hand-starting as optional equipment, in addition to standard 24 volt electric starting. Illustrated booklet describes many other exclusive Sheppard features! Write for your copy today

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Sheppards' the Diesel

Marine auxiliaries
Marine engines, 3¾ to 62 continuous H.P.

Scores of tuna clippers, trawlers, and tugs, and hundreds of pleasure craft prefer Monel shafting for the reasons shown below . . . reasons which add up to efficient, trouble-free performance . . . low upkeep cost . . . greater cargo protection.

5 Reasons Why Monel Shafts outlast other propeller shafting

1 CORROSION RESISTANCE

Monel* shafts cannot rust. They withstand the corrosive attacks of both salt and fresh water.

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Monel shafts are available on prompt delivery in diameters up to 4 in., cold drawn and precision straightened. Diameters greater than 4" are high tensile forgings. For an installation this Spring, see your local boatyard.

PLACE THAT ORDER NOW!

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67 WALL STREET, NEW YORK 5, N. Y.

*Monel**

"...It's the SEAGOIN' metal"*

*Reg. U. S. Pat. Off.

THE INTERNATIONAL NICKEL CO., INC.
67 Wall Street, New York 5, N. Y.

Please send me your Selection Chart entitled, "Size of Motor Boat Shafts," which tells the proper diameter Monel shaft needed for my engine.

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A. F. 3-47

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Producer and Distributor of Maine's
FINEST LOBSTERS

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Distributing Plant
Rockland, Maine

Connections Entire Length
of Maine Coast

Storage Pounds:
Mussel Ridge Islands--2
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Your products have proven highly satisfactory during the many years which we have used them. We can assure you of our intention to continue their use as long as such satisfactory results are secured.

With best wishes. we are,

Very truly yours,

PENOBSCOT FISH COMPANY.

By A. P. Haines

A. P. Haines.

When commercial fishermen choose paints for their craft and equipment, long-lasting surface protection COMES FIRST! That is why so many quality-conscious boat owners specify Pettit, and STAY SOLD on Pettit year after year. Pettit paints always provide tough, durable finishes . . . always give fishermen the stand-up qualities they demand.

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AND SEE WHAT SERVICE MEANS

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The Sounding-Lead

CONGRESSIONAL HEARING—A hearing was held by the House Merchant Marine and Fisheries Committee on March 6 to acquaint new members of the Committee with the fishing industry's needs. Several industry representatives were present, and asked the Committee to endeavor to prevent fisheries appropriations from being cut to disastrously low levels. In his budget message for the fiscal year 1948, President Truman recommended approximately the same appropriations for the Fish & Wildlife Service as those for 1947. However, the House Appropriations Committee has indicated that Interior Department appropriations may be cut 40%.

The Committee also was asked to obtain benefits for commercial fisheries similar to those accorded agriculture. In this connection, Congressman Fred Bradley, chairman, said it should be the duty of the Fish & Wildlife Service to take the initiative on this subject, and to advise what legislation could be amended to include fisheries. Dr. Lewis Radcliffe of the Oyster Institute recommended that the Fish & Wildlife Service employ a liaison officer to handle the matter.

Charles E. Jackson, general manager of the National Fisheries Institute, expressed hope for a better tie-up between the House Merchant Marine and Fisheries Committee and the House Appropriations Subcommittee, which handles the Interior Department appropriation. Asserting that Government research vessels are desperately needed, Jackson urged an appropriation to finance the purchase and operation of such craft.

He stated that the development of additional ocean grounds and enforcement of conservation practices on an International basis, where necessary, together with the development of fresh-water production, could result in doubling the catch.

TRADE AGREEMENTS—Congress has abandoned the hope of effecting any legislative changes in the reciprocal trade agreements program this year. However, the entire Reciprocal Trade Agreements Act expires in June, 1948, and the legislative situation will be different at that time. Republican leaders in the Senate, after exploring the subject, concluded that any bills passed by Congress now to curtail the power of the executive departments to reduce tariffs would be vetoed by the President. A two-thirds vote is required to overcome a veto, and the Republicans probably could not muster such a vote on this issue. In June 1948, however, it is believed that the Republicans will be able to force the passage of a bill to curtail these powers.

Recognizing a considerable amount of opposition to the power of the State Department to make tariff reductions, President Truman has ordered the following changes:

1. Formation of an interdepartmental committee on trade agreements from which the President could seek advice on agreements before they were concluded. Formerly he could obtain this advice only from the State Department.
2. An analysis by the Tariff Commission of the production, trade and consumption of any import article listed for possible concessions, to be submitted to the interdepartmental committee and made public.
3. Members of the interdepartmental committee dissenting from a majority report would be required to explain their viewpoints.
4. Escape clauses are to be included in all future trade agreements.
5. The Tariff Commission, not the State Department, would administer the escape clauses, subject to Presidential approval, and would investigate operation of agreements to see what domestic injury they were causing. The Commission would hold hearings to determine whether escape clauses should be invoked.

These and other changes are designed to give United States industries better protection against low-priced imports, at the same time lowering barriers to United States exports. It is problematical, of course, what these changes will mean to the domestic fisheries. As members of Congress and industry leaders have stated, the fish import duty, whether raised or lowered, has little weight. Under the President's order, the Tariff Commission could impose quotas on fisheries imports.

FISHERIES STUDY—Congressman Cecil R. King of California has introduced a resolution which would authorize the Fish & Wildlife Service to institute a study of the effect of wartime conditions on the economic development of the domestic fisheries; the problems confronting the expansion of the domestic fisheries; the effect of the development of foreign fisheries upon the domestic fisheries; the ratio of development of the domestic fisheries as compared to foreign fisheries; and the methods, practices facilities and equipment which may be practicable for expanding the domestic fisheries. Representative King's resolution provides that the Fish & Wildlife Service shall submit a report to Congress on the study, with recommendations for fisheries development.

Such a study is desirable to enable Congressional supporters of the fishing business to fight successfully for the industry on the House and Senate floors, and would be an aid in helping Congress to understand the threat of foreign competition.

FAO PROGRAM—In accordance with the recommendations of FAO's Standing Advisory Committee on Fisheries, the work of the Fisheries Division will be divided among the following three branches: fishery economics, fishery biology and fishery technology.

The fishery economics branch will be concerned with the equilibrium of production, distribution and consumption of fish and with economic efficiency within the limits of fishery activities. The economic relationship of fish with food in general is a responsibility of the economics division.

The work of the fishery biology branch will be divided into marine biology and fresh-water biology, and ultimately will cover fish cultural methods, hydrography, oceanography and meteorology.

The fishery technology branch initially will include the following subdivisions: fishing methods, fish processing, fishery by-products, and fishery engineering, including the application of engineering science to the catching, processing, transport, storage and distribution of fish and to river and lake management.

The branch will no doubt be called on to provide Governments with technical advice, either through the services of its own staff or through arranging for the loan of experts by one Government to another. This will be facilitated by compilation of a world directory of fishery experts.

(Continued on page 52)

"Another one of those gamy cod—simply refuses to be taken!"

WITH ENTERPRISE CONTINUOUS ROTARY STEAM TUBE DRYERS

YOU GET

✓ *Uniform Temperature Throughout*
✓ *Free Discharge of Condensates*
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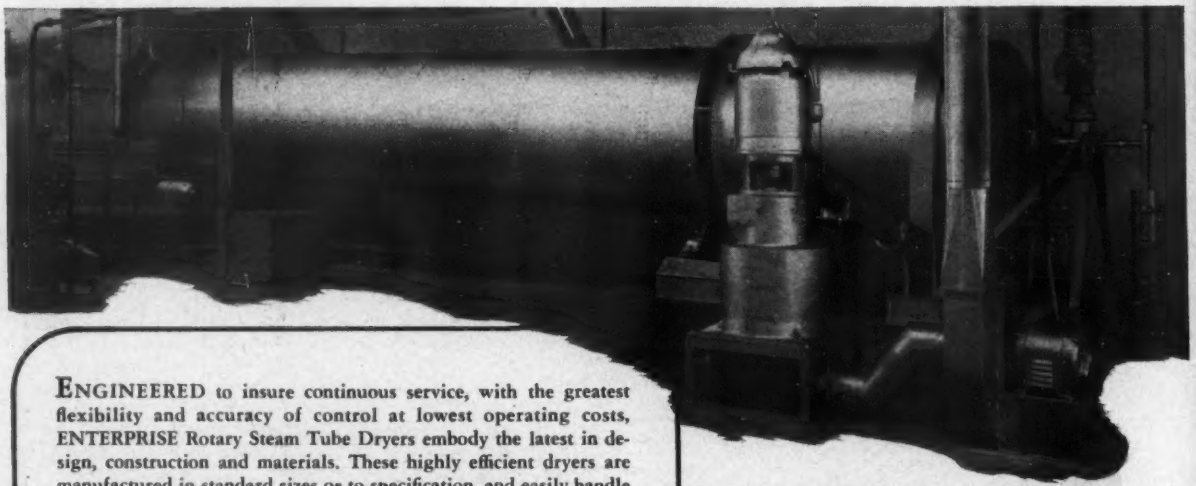

ENGINEERED to insure continuous service, with the greatest flexibility and accuracy of control at lowest operating costs, ENTERPRISE Rotary Steam Tube Dryers embody the latest in design, construction and materials. These highly efficient dryers are manufactured in standard sizes or to specification, and easily handle capacities up to several tons per hour. Continuous steam dryers consist of a cylindrical shell in which are fitted a series of tubes. Traps or a pumping system are normally utilized for the direct return of condensates back to the boilers. This dryer is equipped with high-carbon steel trunnions which operate on precision bearings. Stainless steel, nickel and monel metals are used for special applications.

For complete information on batch, rotary or direct heat dryers, as well as vertical mills, screw presses, cookers and auxiliary equipment, write your nearest Enterprise Office today.

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Types: Revolving Central Shaft
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Size: 4′ to 5′ in Diameter
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Size: 5′ to 9′ in Diameter
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Steam Pressure 50 - 100 lbs./sq. in. gauge

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Size: 5′ to 8′ in Diameter
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ENTERPRISE *Process Machinery*

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OFFICES IN PRINCIPAL CITIES

DIESEL ENGINES • PROCESS MACHINERY • OIL BURNERS • HEAVY MACHINERY

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FATHOMETER*

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Ask the consistent High Liner and he'll tell you how Fathometer gets him to the grounds faster . . . helps him find and stay on the fish . . . gets him back to port safely with record catches.

And that's not all, because Fathometer follows the contour of the sea bottom, it saves wear and tear on nets . . . protects ship and crew by warning against reefs and shallows . . . and enables the skipper to bring his ship back home even in fog and darkness.

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FATHOMETER

SUBMARINE SIGNAL COMPANY
160 State Street, Dept. A-13, Boston 9, Mass.

Gentlemen:

Please send me complete information on your Fathometer.

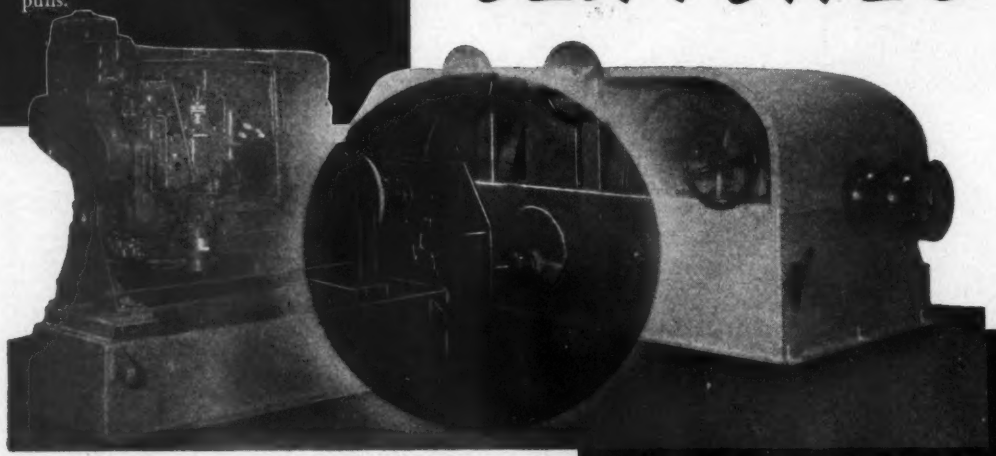
Name: .....

Address: .....

You get with "Fluid Drive" on the "Highliner":

1. **VARIABLE SPEED CONTROL** for handling the doors, hoisting the cod-end, using messenger, etc.
2. **VARIABLE HAULING SPEEDS** with winch slowing down and speeding up under hard pulls and light pulls.

NO MORE SAILING CLUTCHES



NEW ENGLAND now offers "Fluid Drive" with the distinctively new "Highliner" Trawl Winch. This is the same type of drive used today on so many new automobiles eliminating friction clutches and all mechanical connections between the engine and driven machinery.

You eliminate with "Fluid Drive" on the "Highliner":

1. **SAILING CLUTCH** on propulsion engine since winch is driven by a sturdy heavy-duty auxiliary of smaller horsepower than required for direct drive.
2. **POWER TAKEOFF** on forward end of propulsion engine thereby avoiding operation of main engine at light loads.

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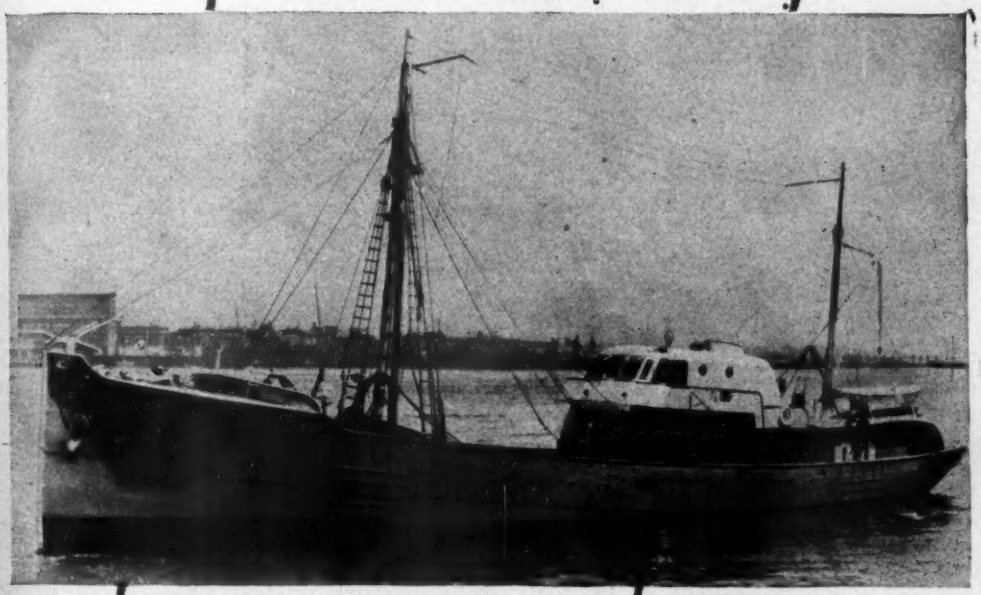
The skipper and crew of the "Bay" think the W. F. 80 "Fluid Drive" installation on their boat is "tops," in fact they all say — "There's nothing like it!"

Specify NEW ENGLAND when you build. There are ten "Highliner" models to choose from, together with complete deck equipment for any trawler from 60 ft. to 225 ft., and Fluid, Electric, or Clutch Drives, completely engineered for your boat.

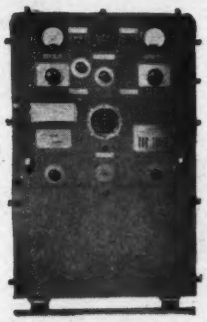
NEW ENGLAND TRAWLER EQUIPMENT CO.

EASTERN AVE., CHELSEA, MASS.

IT'S RADIOMARINE EQUIPMENT aboard the "Cormorant"



The trawler "Cormorant" operated by General Seafoods Corp., Boston, Mass.



Model ET 8012B. 75-watt Radiomarine 2-way radiotelephone keeps the "Cormorant" in radio contact with the world.

Radiomarine Model AR8707 X radio direction finder is installed aboard the trawler "Cormorant."

STREAMLINED TRAWLERS like the 140-foot "Cormorant" whose average catch is above 200,000 lbs. get bigger hauls, in shorter time at lower operating costs when they have trustworthy equipment aboard, such as Radiomarine.

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At Radiomarine *Shore Service Stations*, you get fast and reliable emergency service, day or night, at the principal ports along the Atlantic, Pacific and Gulf Coasts, on the Great Lakes and the Mississippi.

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FOR SIMPLE MARINE CONVERSION

AUTOMOTIVE, PLUS MARINE, ENGINEERING IS BETTER THAN EITHER ALONE IN ANY BOAT

Captain Tom Mardesich of the 86' Purse Seiner "Lina B" of San Pedro with his Bendix Recorder which paid for itself in one haul of sardines.

ONE HAUL PAYS FOR IT!

Here's dramatic proof of the additional money the Bendix Recorder makes for fishermen. "Since installing our Bendix Recorder last September," writes Captain Mardesich of the "Lina B," "we have substantially increased our catches. On several occasions we have located and taken fish that showed up on the chart that we were unable to see in the water and that we would have missed completely had we not been Bendix equipped. Our first haul of this sort more than paid for the entire cost of the recorder*. We are telling our friends – 'One haul pays for it.' Thanks again for the job you've done in making our job easier."

* The Bendix Depth Recorder is owned outright by the customer; it does not have to be rented.

This is a reproduction of the actual chart that helped Captain Mardesich hit the jackpot last November. Note the size and depth of the school which resulted in the 75-ton catch.

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Write today for Bulletin M200 on the Bendix Recorder — the first practical, low cost instrument that has proven its usefulness in all types of commercial fishing operations.

Bendix-Marine

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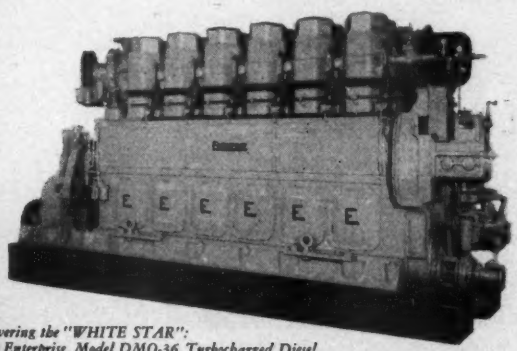
Pacific Division, Bendix Aviation Corporation
Marine Department — 7551 Melrose Ave., Hollywood 46, California
East Coast Office: 270 Park Ave., New York 17, N. Y.

"WHITE STAR": Built by the Guntert and Zimmerman Shipyard at Stockton, Calif., for the Van Camp Sea Food Co., Inc.



Powering the "WHITE STAR":
An Enterprise, Model DMQ-36, Turbocharged Diesel
Rated 1200 HP at 300 RPM

ENTERPRISE DIESEL POWERED

A recent addition to the great Van Camp fleet, this sleek, all-steel tuna clipper is out for record catches to satisfy the demands of our tuna-hungry nation. Christened "White Star" in tribute to one of Van Camp's famous brands, this 138-foot beauty seeks out tuna schools off the coasts of Southern California and Latin America, frequently ranging several hundred miles into the broad Pacific waters.

The "White Star" is dependably powered with a modern Enterprise turbocharged Diesel engine as her main propulsion unit. Thus, she can cruise up to 12,000 miles on positive schedules—her capacity catches reaching port in record time and top condition.

In supplying the power for such outstanding tuna clippers as the "White Star," we at Enterprise are proud of the role we are privileged to play in the great American Fishing industry.

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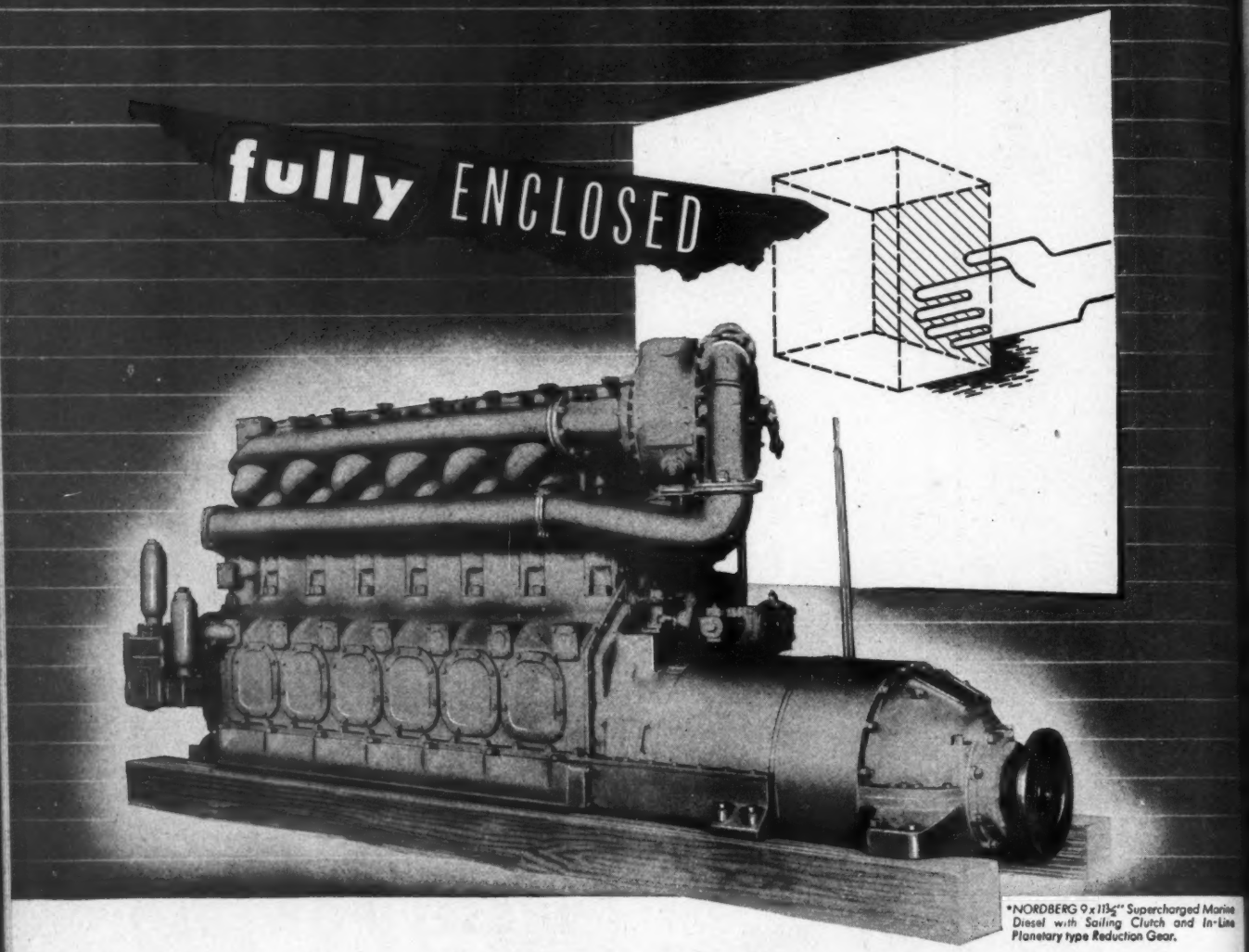


*NORDBERG 9 x 11½" Supercharged Marine Diesel with Sailing Clutch and In-Line Planetary type Reduction Gear.

...but ACCESSIBLE !

Exceptional accessibility is provided in the NORDBERG* 9 x 11½" Marine Diesel Engine by the large removable covers shown on the illustration.

This Diesel is a simple, compact, heavy-duty, four-cycle engine designed for medium speed operation.

Pressure lubrication of working parts, high velocity cooling system and easy maneuverability are among the features of this Diesel. These features are the result of many years of NORDBERG experience in building Marine Diesel Engines which today are propelling many vessels engaged in worldwide trade.

NORDBERG MFG. CO., MILWAUKEE 7, WISCONSIN

NORDBERG Diesel

"MEAN MORE POWER TO YOU"

BORE—STROKE	9" x 11½"
Standard Brake HORSEPOWER RATING	Non-supercharged—50 HP/Cyl. at 720 RPM
	Supercharged —75 HP/Cyl. at 720 RPM

Recommended speeds for marine service—600 and 720 RPM

Hull Insurance Claim Provisions

By Charles F. Lyman, Jr.*

A MODERN fishing vessel represents an investment by her owners of a considerable sum of money. The very nature of her employment in commercial fishing, should in itself, be an implicit warning to her owners that damage to the vessel resulting in unforeseen and extraordinary expenses for repairs is not unlikely and that even the loss of the vessel is not a remote possibility. The insurance companies know from experience extending over many years both in this country and in the United Kingdom, that the frequency of losses and the large sums involved in the settlement of claims are factors inherent in off-shore trawling and dragging operations to a greater degree than will be experienced in almost any other employment of sea-going vessels.

The owners of these costly vessels find it expedient, if not the better part of discretion, to protect themselves and their business against the possibility of serious financial embarrassment occasioned by the loss of or damage to their vessels. The only practical method for a vessel owner to restore himself after the loss of his vessel, or serious damage thereto, to his former economic status in financial terms is through the purchase of an ocean marine policy. This policy is often referred to simply as the "hull policy". It takes an annual premium, which is usually paid in quarterly installments. This is an accommodation to the fishermen, since they are relieved of making a single premium payment at a time when fishing may be poor and cash on hand a bit low.

That insurance coverage on trawlers is an essential need of the industry is confirmed by the fact that an uninsured trawler or dragger is an exception rather than the rule. This article is written for the enlightenment of vessel owners, who desire an elementary knowledge of the principal insuring clauses in a "hull policy" and for the purpose of stating certain fundamental considerations upon which the propriety of a claim for loss or damage to a vessel is established.

Good Maintenance Required

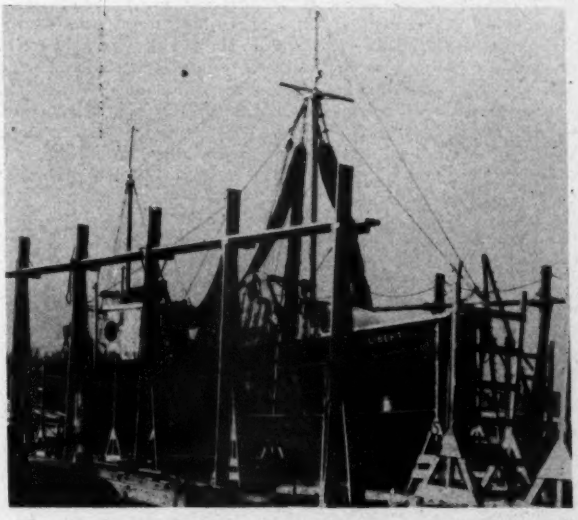
An ocean marine policy, unlike most other kinds of insurance contracts, is a unique document because the insurer (insurance company) defines in broad terms what action it will take in the event the insured vessel suffers damage, instead of stating, as in other types of policies, the specific liabilities of the underwriters.

This feature of an ocean marine policy gives the vessel owner considerable scope in the submission of claims for damage or loss resulting from a variety of accidental circumstances; it also gives the insurance company a certain flexibility in settling claims based on the actual loss suffered by the insured, having due regard for the merit of any acts of the insured to preserve his vessel, thereby protecting the interests of the underwriters.

The very nature of an ocean marine policy implies the requirement of the utmost good faith between the vessel owner and his insurance company as well as certain assumed responsibilities by the insured, the most important one being the seaworthiness of the vessel. A vessel owner is presumed, for obvious reasons, to keep his vessel, its engine and all her equipment in a seaworthy condition at all times during the period that the policy is in force. On the other hand it is not possible to state in the policy specific liabilities of an insurer in respect to a sea-going vessel; therefore, the insurer merely states what he will do in the event of accidental suffering of the insured vessel and stipulates the principles, upon which the different types of losses will be settled. The warranty requiring seaworthiness at all times is necessary because an insurance company is in no sense a guarantor of the sufficiency of a vessel or her machinery and, certainly, no insured can expect financial assistance from his insurance company in this respect.

Clause Stipulates Conditions

The "Inchmaree Clause" states that: "This insurance also specially to cover (subject to the Average Warranty) loss of or damage to hull or machinery directly caused by the following:



The 60′ dragger "Liberty II" hauled out at Reid's Shipyard, Winthrop, Mass. She is owned by Capt. Henry Passion of Provincetown, and powered with a 115 hp. Caterpillar Diesel.

Accidents in loading, discharging or handling cargo, or in bunkering or in taking in fuel; Explosions on shipboard or elsewhere; Bursting of boilers, breakage of shafts or any latent defect in the machinery or hull (excluding, however, the cost and expense of repairing or renewing the defective part); Contact with Aircraft; Negligence of Master, Charterers, Mariners, Engineers or Pilots; Provided such loss or damage has not resulted from want of due diligence by the Owners of the Vessel, or any of them, or by the Managers. Masters, Mates, Engineers, Pilots or Crew not to be considered as part owners within the meaning of this clause should they hold shares in the Vessel."

When a vessel goes to sea with the full knowledge of her owners, or managers, in a leaking condition, the result of not having been caulked and painted for many months, or because of a broken lead sleeve and leaky shaft log, or because of a structural weakness in the hull; or if the vessel's safety is jeopardized by failure to maintain the masts and all rigging in good repair, the steering gear in perfect working order; or if the vessel becomes disabled at sea by a breakdown of her propelling machinery, the result of failure to overhaul an engine, tail shaft and propeller installation already severely worn and damaged by wear and tear, then the vessel owners, or her managers, are guilty of "lack of due diligence". (See above the words "from want of due diligence" in the Inchmaree Clause.) They have failed to give their vessel careful attention, which is a breach of the implied warranty to maintain the vessel in a seaworthy condition at all times. When a trawler or any type of vessel suffers loss or damage under these circumstances, the underwriters are not bound to respond for such loss or damage.

Referring again to the Inchmaree Clause, the least understood words and probably the ones contributing most often to an erroneous idea of what constitutes a proper claim under the hull policy are as follows: ". . . loss or damage to hull or machinery *directly caused by* . . . any *latent* defect in the machinery or hull (excluding, however, the cost of repairing or renewing the defective part) . . . ." The application of this part of the Inchmaree Clause is usually in connection with claims for damage to the propelling machinery. The term "latent defect" should be understood in a fundamental sense by the owners and managers of every insured fishing vessel, regardless of size. This term refers to a flaw, or faulty material or like deficiency in existence, but which was not discoverable by careful examination at the time of manufacture or installation.

(Continued on page 33)

* An insurance underwriter with offices at 92 Water St., Boston, Mass. and 42 Exchange St., Portland, Me. This is the first of two installments.

Aiding Fishermen with Yard Towboats

By Capt. Elwell B. Thomas

IN years gone by almost every port and nearly every large shipyard had its steam tug. These local tugs were small, averaging around 65′ or 70′ in length, and their engines were of moderate power as compared to the standards of today. However, in many ways they rendered a tremendous service to shipping and have never received the credit which is rightfully theirs. In these days, tugs most often are located in large ports and, unlike the old timers, usually work at specialized tasks.

My purpose in writing this article is to call attention to the services which "yard towboats" can render to fishermen. In the following material, based on personal experience, I will describe the equipment which such boats should have in order to perform properly the work they may be called upon to do.

A yard towboat must have some particular features in its design to render the best service in its varied work. It must, first of all, be an efficient tug, that is, it must have great pulling power for its size. Good maneuverability is an absolute essentiality and to assure this feature a tug should have a deep forefoot, a large balanced rudder, and towing bitts located nearly amidship. It should not have excessive windage, its engine should be extraordinarily flexible and the steering gear should work exceedingly well.

Some of the work that such a boat is called upon to do is towing; wrecking; assisting in hauling and launching; tending divers; fighting fire; salvage pumping; carrying heavy tools, machinery, and hawsers; placing and hauling moorings; possibly driving light piling, and innumerable other tasks.

The purpose of the yard towboat, just as it used to be that of the small, steam, harbor tugs, is to render service to vessels, not only when they are in distress, but at all other times.

Design and Equipment

As a rule, the yard towboat should be smaller than most of the craft which it serves, and certainly it should be considerably shoaler for it must be able to work efficiently in waters where other vessels would be grounded. Such a boat must be able to lie alongside a grounded vessel, even after the tide has fallen away from it, and with a sea running, to remove cargo, gear, or ballast, possibly even to pump the stricken vessel.

In view of the fact that the yard towboat should be of shoal draught, it also should be fitted in such manner that sand and mud will not enter the engine cooling water and will not damage stern bearings and so on.

The yard towboat must be exceedingly heavy throughout for she will be subject to terrific strains during her career. She occasionally will pound bottom heavily, wallop and heave alongside vessels and docks. Her bow must be reinforced and well fitted with fenders for heavy pushing and she must be designed efficiently for breaking ice in the shoal waters of slips and around marine railways.

The engine must be a most reliable one and that includes quick starting under any and all conditions. If the engine starts hard in cold weather, then the boat must be fitted with a stove to keep the engine warm at all times for the duties of the vessel are such that she must be under way in an instant.

The pumping equipment of the yard towboat must be the best and complete. Pumps must be powerful and foolproof and if driven by an auxiliary engine that engine must have the same fine qualities demanded of the main engine. The pumps must be fitted with both sea intake for fire fighting and salvage intake on deck for pumping vessels. Therefore, the pumping equipment should include ample hose, both suction and fire, and should include nozzles and other fittings for fire fighting. The hose must be kept in first class condition and renewed whenever necessary.

Fire fighting equipment, if the yard towboat is large enough, should include various types of extinguishers, far and away in excess of Government requirements for a vessel of her size. It also should include fire axes and other equipment of that nature. The crew who man the yard towboat should be skilled in fighting fire and ready for immediate call day or night.

In the matter of design, the yard towboat must be of greater than average beam in order to carry excessive loads, as well as to be buoyant with her own weight of heavy construction and machinery. Her broad beam also is necessary to enable her to be a steady working platform for handling divers, and driving pile.

This boat should be fitted with a comfortable pilot house for she is apt to be a rather wet craft and might have to make a run to wind'ard in very heavy seas. It is desirable, if not absolutely necessary, that she be designed so that she can be battened down tight, for she must be underway in seas that are placing much larger vessels in jeopardy as her duties include the rescue of such vessels.

If the yard towboat is over 25′ in length, quarters should be fitted for at least two men; bunks, toilet, and galley. It is seldom that the yard towboat should be over 40′ in over-all length and the boat may be as short as 20′. My yard towboat, *White Cap*, is only 22′ in length but is fitted with a pump handling 130 gpm., good pilot house, complete quarters for two men, and has towed a 110′ sub-chaser hull for many miles in heavy weather.

A good workbench should be fitted in larger yard towboats and even a small lathe along with a powerful generating plant might be desirable. A towboat of greater size also should be equipped with a rugged derrick.

Blunt Stern Desirable

It is desirable, when possible, that such a boat be fitted with a round rather than a transom stern and this should be the short, blunt, heavy type of the regulation tug rather than the light, fine lined stern of the old-time launch. The round stern is advisable for several reasons, such as the fact that when fitted with an ample fender it may be desirable to reverse and push with it for short distances. Then, too, the round stern will not foul lines as will the sharp corners of the quarters on a transom sterned boat. Also the fantail stern seems to tow somewhat better, as a rule, than does a transom stern. Of course, an advantage of the fantail is that it is extremely handy for stowing hawsers.

The yard towboat should have as much speed as is consistent with her design but she should not sacrifice any of her other much more necessary qualities for speed. True, she needs speed to get to the scene of tragedy, where she is often called. However, the need is far greater for her to maintain a constant, moderate speed, rather than to show a great spurt in calm weather, and then have to slow down to a snail's pace when the going is extremely bad.

I do not think that flare in the forward sections of the yard towboat is advisable, for the flare will fetch down on the decks of other vessels, piling and one thing and another and will be a general disadvantage for the type of work.

Mention will be found in this article of the advisability of the towing bitts being well up near amidships and this means that the vessel should be well open and clear of encumbrances aft of amidships. This is more in the manner of English and Dutch tugs, rather than the fashion of American tugs on which house and cabins run way aft and bitts are farther aft than they should be for most efficient towing. The fact that the yard towboat often must operate in extremely close quarters, makes this amidships location of the towing bitts doubly necessary.

In speaking of the propelling engine again, I might say that the type of vessel under discussion often requires extremely low speed of the propeller at times when only a slight touch is necessary, frequently for fairly extensive periods.

The yard towboat's equipment should include a first class searchlight, floodlights and other forms of illumination. Careful thought will suggest many more items of equipment that will be desirable or necessary.

I believe this general outline of the yard towboat may be of help and I most sincerely hope that yards will take advantage and fit out more of these valuable vessels. Along with the personal experience that has dictated the design and equipment of the general type of vessel, is the knowledge, gained from this experience, that such vessels are so badly needed in so many ports. Their place in serving the fishing fleets of today and tomorrow is just as important as that of those noble little steam tugs of the past, serving the freight, passenger, and fishing traffic of their day.

Two Steel Draggers for Newfoundland

Built by Electric Boat Co., the "Zebu" and "Zibet" Have Modern Piping Systems

TWO new 93′ welded steel draggers, the *Zebu* and *Zibet*, built by Electric Boat Co., Groton, Conn., recently started fishing out of St. Johns, Newfoundland. Owned by Arthur H. Monroe of Fishery Products, Ltd., they are practically identical in design and equipment to the *Mabel Mae* and *Carole June* built by the yard for New Bedford, Mass. owners last year.

The major difference between the New Bedford vessels and the Newfoundland ones is the rounded after deck house section on the latter, built to shed a heavy following sea prevalent in the home area of these vessels and giving protection to the cabin companionway.

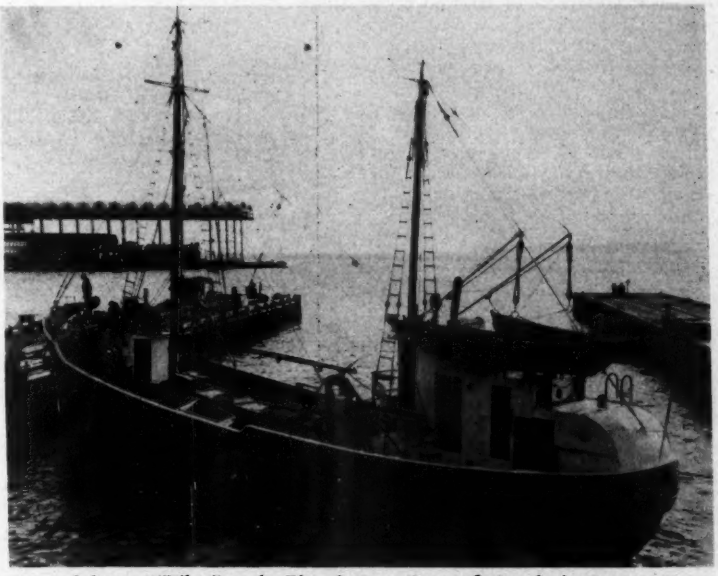
The *Zebu* was launched October 1, being sponsored by Miss Alice Marquardt of Groton, and it was delivered in November. The *Zibet*, which was launched November 1 under the sponsorship of Mrs. Arthur Monroe, left the yard in January. Their operation is reported to represent the first large scale development of groundfish dragging in Newfoundland.

Designed by their builders, the vessels have a fish capacity of 180,000 to 200,000 lbs. and have commodious quarters for 8 men forward, 4 aft and one in the stateroom.

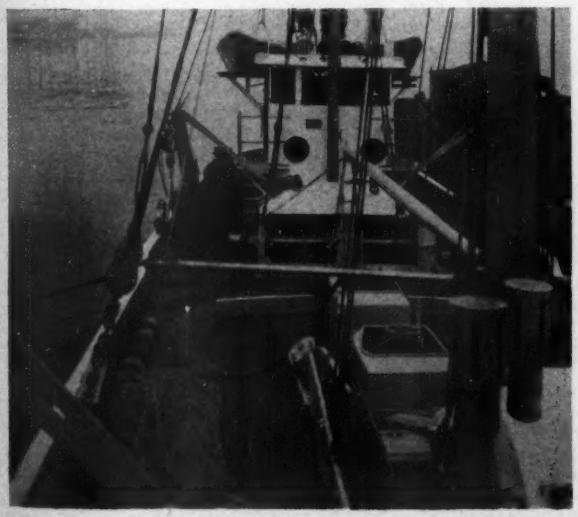
The main propulsion engine is a direct reversing, 4 cycle 6 cylinder, Model DMG-6 Enterprise Diesel with 12″ bore and 15″ stroke, rated 400 hp. at 400 rpm. Drive is direct through a sailing clutch which is operable from the wheelhouse and at the engine. With a 60 x 40 three bladed propeller the vessel has a speed of 11 knots.

The forward end of the engine crankshaft is equipped with a trawl winch drive coupling, operated from the main deck, and with a sheave for the main generator drive. The aft end of the engine crankshaft is equipped with a sheave for the belt driven main air compressor.

The "Deseco" auxiliary power plant consists of a 16 hp. 2 cylinder, fresh water cooled Lister-Blackstone Diesel from which is belt driven a 10 kw. Electro-Dynamic generator and a two stage, 16.7 cubic foot displacement #95 Curtis air compressor suitable for operation at 250 lbs. per square inch and equipped with clutch.



93′ steel dragger "Zibet" at the Electric Boat Co. outfitting dock, Groton, Conn.



93′ Electric Boat Co. dragger viewed from the forecastle head.

Pumping Equipment

The fire and washdown pumping equipment consists of a 1½″ Warren single stage, single suction, close coupled centrifugal pump, direct connected to a 3 hp., 3500 rpm. motor. This pump is capable of delivering 75 gpm. of sea water against a total head of 80 feet.

The bilge pump set consists of a 1½″ Warren pump connected to a 1½ hp., 2600 rpm. motor, and can deliver 50 gpm. against a head of 50 feet.

There are two Gould No. 2, diaphragm main deck hand suction pumps with bottom suction, hand lever, 3″ stroke and 30 gpm. rating. One pump is for engine room bilge service, the other for service from the fish hold. Suction lines are fitted with foot valves.

A bilge suction is taken from the gurry well located on the forward side of the aft fish hold bulkhead and from the engine room bilge wells located one at each end of engine room. Suitable strainers are fitted in the suction lines.

The forepeak is drained to the bilge well at forward end of the engine room through the fish hold waterway.

The fish hold waterway consists of two 3″ wrought iron pipes, one to carry the forward bilge water and the other the galley sink drain to the forward engine room bilge well. These pipes are located one on each side of the vertical keel and through the fish hold cement. Both pipes act as headers for the branches draining condensate from each frame space outboard of the fish hold sheathing. The bilge pump is arranged to act as a standby for the fire pump.

The fire pump takes suction from a sea connection in the engine room and discharges to a hose connection on the main deck. This pump serves as a standby for the bilge pump. Piping is of steel with malleable iron fittings, and valves are iron body, bronze mounted.

Engine Cooling System

The main engine has an attached fresh water jacket circulating water pump operating a closed fresh water system through a heat exchanger. The heat exchanger is cooled by water from an attached salt water circulating pump. Fresh water cooler is provided with by-pass incorporating an automatic temperature control valve. Emergency provision is supplied for cooling of main

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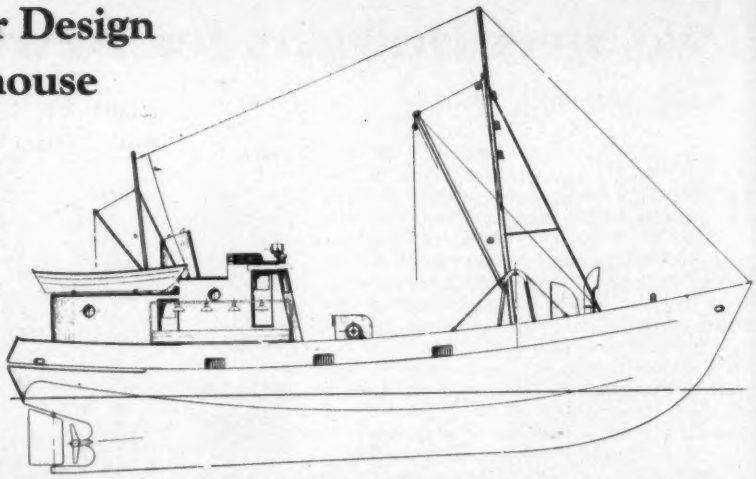
76-Ft. Steel Scalloper Design Has Galley in Deckhouse



Outboard profile of scalloper designed by Brunswick Marine Construction Corp.

The accompanying plans illustrate a new 76′ all welded steel scalloper, developed by Brunswick Marine Construction Corp., Brunswick, Ga. Designed by Egbert Moxmah, Jr., this boat adapts the advantages of big ship steel construction to existing scalloping operations.

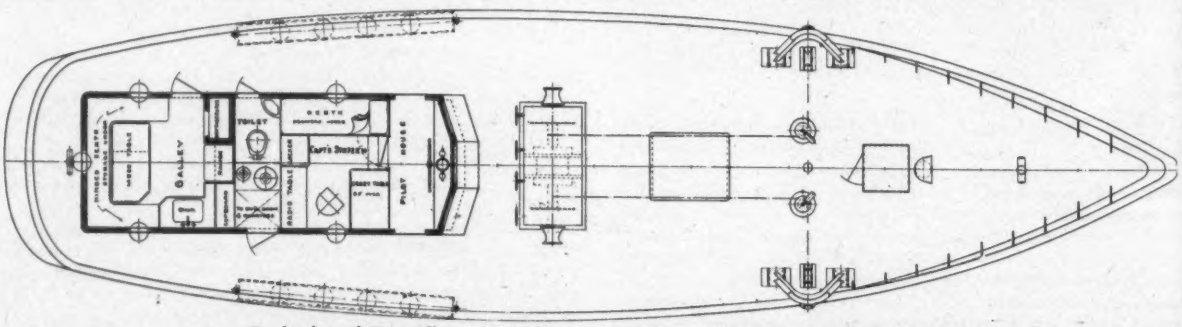
The requirements of the prospective owner were for a 76′ boat to be used for scalloping only. While all fishing gear is laid out to this requirement, small changes in fishing equipment and relocation of gallows could readily make a conventional, modern dragger of this design.

With a length of 76′, beam 20′ and draft loaded of 8′6″, this boat has been designed for efficient, economical operation. The hull has been modeled to provide the proper weight distribution in any condition of loading to maintain a normal trim, without the use of heavy concrete ballast. The space usually devoted to concrete is utilized as inner bottom fuel oil tanks with a capacity of 4,000 gals. This reduction in dead weight will result in lower fuel oil operating costs.

The all welded steel construction to scantlings in excess of classifying societies, will follow the designer's patented genetrix method, resulting in a strong, fair boat whose shape has already proved itself to be very dry, comfortable and able. The arrangement with quarters for eight men forward, two men in the after quarters, and the captain's stateroom aft of the pilot house follows general practice. The toilet room on deck, and the large well ventilated galley and mess room in the deckhouse follow larger dragger design, and all cooking odors are kept away from living and sleeping quarters.

All living quarters will be insulated with 2″ of rockwool, and sheathed with marine plywood. The 80,000 lbs. capacity cargo hold will be insulated with 4″ of cork and will be sheathed and ceiled with 7/8″ cypress.

The main engine will be rated at about 225 hp. Specifications call for a 3 kw. auxiliary generator, with pump, 110 volt battery and electric system and oil-fired heating boiler with convector type radiation for living spaces.



Deck plan of 76′ scalloper showing arrangement of fishing gear and deck house.

(Continued from page 21)

engine with salt water direct from fire and washdown pump discharge.

Fresh water service piping is of steel with cast iron fittings, while salt water service piping is of copper with bronze fittings. Valves are cast iron bronze mounted.

One sea chest and sea cock is fitted for the main engine suction. The fire and washdown pump sea chest serves the auxiliary engine. Valves are fitted at each sea chest for attaching hose for blowing out purposes, using air from the compressed air system. Basket strainers are fitted on suction lines. Overboard discharge lines are fitted with angle stop valves only.

A 35 gal. fresh water expansion tank is provided and serves both the main and auxiliary engine. Valves, thermometers and gauges are incorporated in such a manner as to allow simple and efficient operation of the system.

Fuel and Lube Oil Systems

The main engine has an attached fuel oil booster pump which draws from either of the two main storage tanks by way of a cross connecting line and strainer and discharges through a filter to the fuel oil header.

A hand pump connected to the storage tank cross connection discharges to the fuel oil gravity tank which supplies the auxiliary engine and may be used to supply the main engine.

A waste tank collects drainage from the main engine and is connected to the hand pump for removal of waste oil for discharge to storage or gravity tank. The gravity tank is fitted with an overflow to the storage tank. Fuel and lube oil piping is of steel with malleable iron fittings and bronze valves.

The main engine has an attached dual pump; the pressure pump pulls from the service tank and discharges to the engine and the scavenging pump pulls from the crankcase and discharges through a filter to the service tank. The filter is provided with a by-pass line and relief valve. A 200 gal. lubricating oil storage tank is installed in the engine room and suitably connected to the engine system through a hand transfer pump. The auxiliary engine lubricating oil system is self contained within the engine.

Two fuel oil tanks, each of 3000 gallons capacity, are built into the hull at the forward end of the engine room. A fresh water tank of 1,000 gallon capacity is built into the hull below the crew's quarters.

Among the items of equipment aboard the vessels are Hathaway 639-40 winch and deck gear; 300 lb. Danforth anchor; Edson No. 3A geared reduction steerer with 48″ wheel and rudder angle indicator; Kelvin-White compass; Submarine Signal Co. Fathometer; Model ET-8012D, RCA 75 watt radiotelephone and RCA Model AR8709A direction finder; oil-fired Shipmate range; Plainville Electric Products Co. switchboard; and 56 cell Exide batteries.

Bridgeport Fights Starfish Menace

By Walt Wandell

IF you don't think that "farming" on the sea has some of the drawbacks of land farming, ask commercial oyster growers at Bridgeport, Conn. They are busy today with one of the worst "weeding" and pest problems in their history.

Starfish are the predators, and they are as troublesome and all-pervasive as some of the more noxious enemies on land. They can invade an oyster bed in sufficient numbers to choke out profits, ruin a harvest, or, if given sufficient lee-way, to sweep a sea farm clear of a new "set", or seeding.

But the Bridgeport growers are making sure on most of these scores. They are doing the sweeping first—with mops. Using great fabric drags to ensnarl the starfish, they are making daily precautions against this predator as much a part of their operations as weeding and pest control on the land.

Actually, neither the problem nor the method is new. Any oyster grower will tell you that, just as any reference book on marine lore will tell you that the starfish is the natural enemy of the oyster, the mussel, the clam, or any bivalvular shellfish. But today, with the starfish nuisance growing numerically in Long Island Sound, the industry has had to boost control measures to a major concern.

More and more, they say, the starfish is creeping in, with the result that the fight has taken on the proportions of an outright war. Consequently, vessels working the oyster beds out of Bridgeport sometimes devote days at a time exclusively to combating starfish. They operate with beams, to which are attached as many as 24 mops (fabric sweeps fashioned out of regular household mop yarn). These are towed over beds, with a yield sometimes reaching five tons of starfish daily. From there, it is simply a question of outright liquidation. In lieu of any commercial use for starfish in a day when almost everything else from the sea has value, the predators are killed with boiling water or lime.

The principle of this method is simple. The yarn mops, being light, do not exert any damaging pressure on the oyster beds, while acting as an effective lure for starfish. Becoming entangled in the drifting strands, the starfish simply become prey instead of predators. Their adhesive "star" points are their undoing, just as they are the undoing of the oyster which is unwary enough to let the starfish drive one of its points as a wedge inside its shell.

It is this adhesive, suction action which makes the innocuous looking starfish infamous among oystermen. Inch for inch, the starfish has as much killing power as any creature of the sea, and it is one of the most voracious of the predators. With a wedge inside the bivalve, it can exert a wrenching action which parts the shell and exposes the edible and vital parts to quick consumption.

Consequently, the oystermen are vigilant and concerned. For this same action, multiplied to teeming proportions by carelessness, could play havoc with the industry. Moreover, this is particularly so today, when the problem of keeping down the starfish numbers has become increasingly acute. Why this is so is one of the constant, shifting question marks of the sea, but men long conversant with the industry have their own ideas.

Activities of Lewis Oyster Company

At Bridgeport, for instance, one of the companies systematically meeting the problem is the H. J. Lewis Oyster Co., a subsidiary of the Shelter Island Oyster Co., of New York City, and Greenport, L. I. Devoted exclusively to seeding operations, the subsidiary is particularly alert to the starfish problem and its employees are well versed in the "whys and wherefores". John Walter Pring, the Company's port engineer, has had nearly a half century of experience in the oyster game, and his sea ancestry is proudly traced back to the New World explorations of Martin Pring in 1603.

Mr. Pring declares that the starfish nuisance is becoming worse and worse, and believes that the increase is due to the smaller number of vessels working the beds today. By this he means the larger companies have bigger but fewer craft, as compared with the numerous fleets which once operated in the industry. "At least it used to seem easier to keep the starfish out," he explains. "Now they're everywhere."

View of oyster company docks at Bridgeport, Conn.

On the other hand, large companies are using increasingly large-scale methods against the starfish. The Lewis Company, for instance, keeps its three large vessels active in this as well as other phases of its operations. The 96′ steamer *Mary S. Lewis*, Capt. Henry Holmberg; the 78′ Diesel powered *C. D. Parmelee*, Capt. Roy Sherman; and the 64′ Diesel powered *C. S. Conklin*, Capt. Fred Bixby, are working the offshore beds daily with their mops and other gear. Capt. Joseph F. Hoey is in charge of this fleet, which operates over a span of beds from Westport to New Haven, on the Connecticut side of the Sound.

Depredations of starfish previously have been partly responsible for some shifting of oyster grounds in the Sound, and the extent to which this predator can operate may be gauged by Mr. Pring's contention that if starfish get on a set they can clean out an entire 100 acre holding in one night. The set is just after oyster larva has attached itself to clean shells planted on the bed.

As for starfish disposal, Mr. Pring shares the view of others in wondering why no commercial use has been found for this sea creature. It is rich in chemical value, he points out, basing his information on its effectiveness as a fertilizer. "Farmers used to come in five-ton trucks and get stars," he says. "And they always had the best crops in the area."

To be used successfully for this purpose, Mr. Pring pointed out, stars must be kept alive, and buried alive in the soil. They also must be buried deep enough to enable them to deteriorate before the roots of growing crops reach them. One farmer, within the range of Mr. Pring's knowledge, makes a compost of stars and keeps it for fertilizer purposes as long as two years. "But I can imagine the smell," he added on this subject. "Nothing smells worse than a rotting star."

Except for this problem, Bridgeport oyster operators maintain a steady, even tempo. There is a small fleet of sail-rigged sloops still working offshore beds for natural growth, but the major operations at the port are in the field of seeding. The H. J. Lewis Oyster Co. is typical of the large firms engaged in this phase on the Connecticut side of the Sound. "Farming" steadily from its Bridgeport station, the Company directs its program towards holding seed oysters for two years. After that they are shipped to Greenport and transplanted on the Long Island side of the Sound.

Beds skirting the Bridgeport shore are constantly surveyed and kept in stages of production. The typical plot, for which growers pay taxes to Connecticut, covers 100 acres, but often a hold-

(Continued on page 40)

The 35′ welded all steel tug "Oluf Mechalson" owned by Ralph Mechalson of Marinette, Wisc. who with his son Kenneth operates in Green Bay waters. The tug is powered by a Chrysler Crown gasoline engine with 2.5:1 reduction.

Great Lakes Fishermen Against Higher Fees

Lake Michigan and Lake Superior commercial fishermen have expressed themselves as strongly opposed to higher fishing license and net fees, as proposed in a bill recently introduced in the Wisconsin Legislature at the request of the State Conservation Department. The measure would set a license fee of $15 per fisherman, plus $1 for each 1,000′ of gill nets or set hooks. The present fee is $1 for each 2,000′ of gill nets. The fee for seines would be raised from $5 to $10; the pound net license would be increased from $2 to $10; and the fee for drop nets would be advanced from 50c to $2.

A group of Lake Superior fishermen who testified at a Senate Agriculture and Conservation Committee hearing on the bill said they would be willing to pay increases of about 50%, but were of the opinion that the present bill is unfair and would drive many of the smaller and part-time fishing operators out of business. They asked Senator Arthur Lenroot, Jr. to introduce an amendment embodying the increases recommended by them.

Another Conservation Department bill, which would compel nonresident fishermen to pay a $3 fee to fish in outlying waters, drew opposition from a Lake Superior delegation headed by Ray Okerstrom, on the grounds that Michigan and Minnesota do not have such a regulation.

Ice Fishing Good on Green Bay

By February 20 the ice on Green Bay was thick enough for ice fishing operations, and fishermen in the Marinette, Menominee, Sturgeon Bay and Escanaba areas made good catches of herring, smelt, whitefish and perch.

In the Whitefish Bay region, abounding the southeastern part of Lake Superior, ice fishermen were very active, with whitefish, herring and smelt being the main species caught. The entire bay was frozen over during late February.

Munising Bay was frozen over on February 20, and some ice fishing was done in that area. However, catches were reported to be light, with production consisting principally of herring, whitefish and some smelt.

The hazard of shifting ice in the Grand Marais area prevented fishing operations to a large degree. However, a few tugs operated beyond the ice pack skirting the shores. Heavy ice halted fishing operations of Marquette tugs during late February. At Brimley on Lake Superior and at the Dollar Settlement catches have consisted mainly of herring.

Smelt Again Numerous

Not only will smelt be taken this Spring in substantial quantities in Green Bay, scene of phenomenal smelt harvests in the past, but they are becoming so numerous in Lake Superior as to constitute a nuisance. Proof of the large smelt population in Lake Superior is evidenced by the applications of fishermen operating in the Chequamegon area for permits to seine the fish this Spring. The Conservation Commission has delayed action on the requests in order to consult sports fishermen in Ashland and adjoining counties.

New Bedford Compromise Ends Unloading Tie-up

The second compromise settlement in New Bedford's wire basket controversy was reached on February 24, when representatives of the dealers, packers, fishermen and boat owners met in Mayor Harriman's office to discuss the situation. The dealers agreed to weigh out fish in wire baskets during a 30-day trial period, effective immediately, provided crews would furnish one man to help dump the baskets during the trial period, sellers and buyers would give a shrinkage allowance on each 125-lb. box in which fish is packed, and Union members would meet within 30 days to act on a final settlement.

The controversy, which started on January 27, was due to a Union ruling calling for weighing out trips in wire baskets instead of wooden boxes. The deadlock in the dispute was broken on February 20, when dealers consented to weigh out fish in wire baskets for four days. Agreement also was reached whereby the price for packing out fish was increased from ½c to ¾c. It is estimated that at least 3,000,000 lbs. of groundfish were diverted to other ports during the four-week controversy.

Seek Lifting of Dredging Ban

A group of New Bedford shellfishermen appeared before the City Council Shellfish Committee on February 11 to ask elimination of the regulation which prohibits the use of power dredges in the area north of a line extending from the southerly end of Ricketson's Point in Dartmouth to the southerly end of Sconticut Neck in Fairhaven.

The regulation originally was intended to meet the needs of those who took quahogs by the use of hand-operated bull rakes and tongs. However, fishermen claim that only a few men now use this method, and therefore it is no longer necessary to preserve the clean water area exclusively for their use.

"H and H." Burns, Sinks

The 42′ New Bedford dragger *H and H.*, owned by Capt. Walter P. Lipkiewicz of Saugus, caught fire and exploded off Egg Rock near Nahant on February 10. The owner and Edward Mitchell of Winthrop escaped in a light dory, which they rowed

Wisconsin Fish Production Declines

Wisconsin fish production for 1946 totalled 18,408,625 lbs., valued at $2,400,000, as compared to 18,892,307 lbs., valued at $3,700,000 in 1945. Although the overall fish catch was down, the whitefish yield, which amounted to only 667,934 lbs. in 1945, increased to 1,208,970 lbs. in 1946. Herring, the leading species, showed a total of 8,611,235 lbs. in 1946, as compared to 8,066,261 lbs. in 1945. However, the value of the herring catch dropped from $525,565 in 1945 to $371,541 last year.

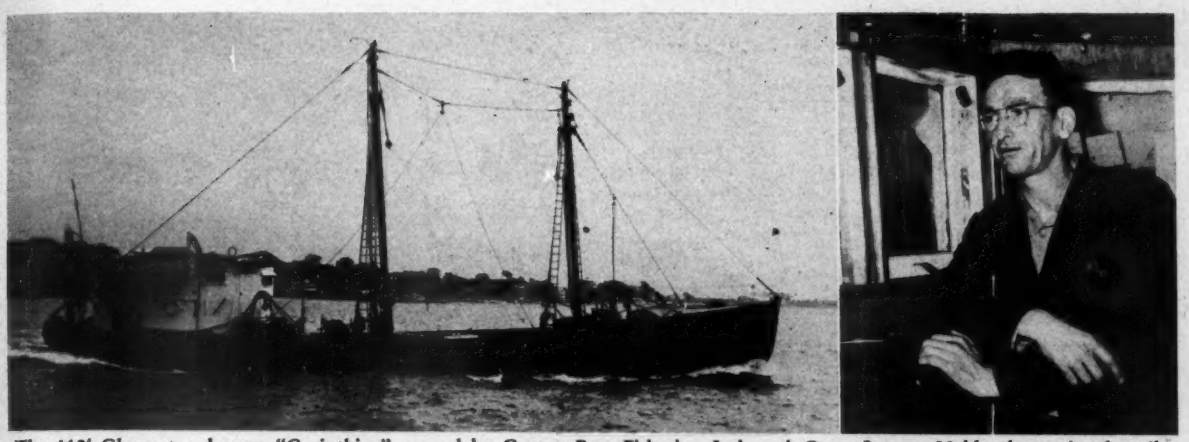
Trout, which was the most valuable species, yielded $950,000, more than twice as much as whitefish, the nearest competitor. However, the trout catch showed a marked decline.

Smelt Taking in Open Waters

A bill has been introduced in the Michigan Legislature which would permit the taking of smelt in gill nets of 1½″ to 1¾″ mesh in open waters of Green Bay. The measure was introduced as the result of complaints from Michigan fishermen, who pointed out that Wisconsin fishermen are allowed to carry on smelt operations in open waters of Green Bay in Wisconsin areas.

Ross J. Bell Dies

Ross J. Bell, 72, one of northern Michigan's leading commercial fishing operators, died at Cheboygan on February 19. Mr. Bell first was employed by the Lake Superior Fish Co., later starting his own commercial fishing business, which he operated for 25 years with the aid of his sons.



The 112′ Gloucester dragger "Corinthian", owned by Gorton-Pew Fisheries, Ltd. and Capt. Jerome Noble shown in the pilot house. She was recently repowered with a 400 hp. Atlas Diesel.

6 miles through rough seas to shore. A search by Coast Guard picket boats failed to reveal any trace of the $12,000 vessel, and she is presumed to have sunk.

Fish Freezer Bill Rejected

The State Legislative Committee on Harbors and Public Lands rejected legislation on February 28 calling for the construction of a $1,500,000 fish freezer on the New Bedford State Pier and for an expenditure of up to $190,000 for a bulkhead at Clarks Cove, New Bedford. With reference to the proposed Clarks Cove bulkhead project, the State Departments of Public Works and Public Health have reported that the responsibility for the bulkhead rests with the City.

May Relocate Bomb Disposal Area

The Navy Department recently informed the New Bedford Seafood Producers Association that action has been taken to limit bomb disposal in the area south of No Mans Land, and that an investigation will be made of the feasibility of relocating the disposal area. Southeastern Massachusetts fishermen claim that dumping of bombs in the area has caused them to abandon choice fishing grounds.

"Margee and Pat" Freed

The 81′ scalloper *Margee & Pat*, which went aground on a sand bar near Manomet Point on February 5, was freed two days later by a Coast Guard buoy tender. The scalloper was towed to New Bedford for repairs.

To Establish Lookout at Monomoy

Establishment of a Coast Guard lookout on the site of the old Monomoy Lifeboat Station is planned and will be coordinated with rescue facilities at Chatham. A pulling surfboat and dory will be retained at Monomoy Point for occasional use by the Chatham crew.

Another motor lifeboat has been allocated to the Chatham Station to insure availability of adequate equipment in the area. The Coast Guard also plans to establish a lookout at Nantucket Light Station to be coordinated with rescue facilities at Brant Rock.

Urges Disabled Craft Use Anchors

Lieutenant Commander Chester L. Jordan, commanding officer of the Woods Hole Coast Guard base, has informed the New Bedford Seafood Producers Association that he advocates the use of anchors for holding disabled fishing draggers in position. The Coast Guard officer explained that this practice would facilitate searches for crippled draggers.

To Dredge Bourne Channel

U. S. Engineers have approved dredging of the Bourne channel from the Cape Cod Canal through a narrow existing sand bar to Buttermilk Bay at a cost of $18,300, and an annual maintenance cost of $500. Depth of the channel will be 7′, and width will be 100′.

Gloucester Dragger Crew Rescued in Sinking

The nine-man crew of the 109′ Gloucester dragger *Catherine L. Brown* was rescued at sea on February 27 by the Socony-Vacuum oil tanker *Calusa*, shortly before their storm-battered vessel sank 80 miles southeast of Cape May, N. J. The craft, owned by United Fisheries Co., was bound for New York with a trip of fish when foul weather and hammering waves resulted in the opening of her seams. The crew had worked throughout the night to keep the boat afloat, but she took water aboard faster than the pumps could eliminate it.

The dragger, which was skippered by Capt. Louis Brown, Jr. of Gloucester, was manned by 7 other Gloucester fishermen and one East Boston man. She was on her fourth trip of the Southern season.

Union Votes to Allow Redfishing

As the result of a meeting of the Gloucester branch of the Atlantic Fishermen's Union on February 6, redfish again may be caught and sold by fishing craft. The Union voted to allow a quota of 5,000 lbs. per man per trip, with the provision that as processed redfish moves from the local freezers the quota will be raised and eventually eliminated entirely. The redfish restriction was placed on all boats the first of the year because of the large supply of this variety on hand.

Fish Scarce in Southern Waters

Although several good trips have been landed by Gloucester draggers fishing in the South, most of the craft are not getting any quantity of fish at present. Prices received by Northern draggers which landed at New York on February 18 were as follows: scup, large, 12c per pound; scup, small, 3c; sea bass, large, 16c; and sea bass, small, 3c.

The *Puritan*, Capt. Joe Jaqueta, has returned from the South, and will go groundfishing out of Gloucester for the remainder of the Winter.

Draggers Catch Halibut

The *Catherine Amirault*, Capt. Bradford Amirault, landed 4 halibut at Gloucester early in February. The halibut were the first brought into that port for some time, and sold for 35c a pound. The *Raymonde*, Capt. Johnny Francis, landed 200 lbs. of halibut later in the month.

Freezer Holdings Drop

Gloucester cold storage holdings of fish totalled 7,187,000 lbs. on February 26, and showed a drop of 1,945,000 lbs. compared with holdings of 9,132,000 lbs. 3 weeks previous. Between the 12th and 26th, redfish holdings declined from 5,532,000 to 4,678,000 lbs. The reductions were the biggest in several months.

Gulf Seeks Import Quota For Mexican Shrimp

Congressman James Domengeaux of the Third Louisiana district has introduced a bill in the House of Representatives which provides that total imports from Mexico of fresh, canned and processed shrimp in any one calendar year beginning with 1947 shall not exceed the largest total quantity of such imports during any calendar year between January 1, 1942 and December 31, 1945. Until the last two or three years, Gulf Coast shrimp packers were not affected seriously by Mexican imports because most of the foreign shrimp was sold on the West Coast. However, Mexican shrimp now has National distribution, and a large quantity recently flooded the Chicago market, which normally purchases a big percentage of the Gulf Coast catch.

Commenting on the import quota appeal, John Mavar, Jr., head of Mavar Shrimp & Oyster Co., Biloxi, Miss., asserted that Mexican dealers are able to sell shrimp at about 25% of the price charged by Gulf Coast packers due to cheaper labor costs and other factors. Morgan City shrimpers receive $55.00 per barrel for their catch, while it is reported that Mexican shrimpers are paid between $2.00 and $2.50 per day for shrimping. Shrimp packing plant workers receive $40 per week in this country but are said to receive less than one half this figure in Mexico.

As the result of action taken at a meeting of the Congress of Seafood Producers Union Representatives at Morgan City, La. the middle of February, the organization's president, Harvey J. Lewis, has asked Secretary of State George C. Marshall to place a quota on imports of Mexican shrimp, based on 1942 figures.

The group elected the following officers at the meeting: president, Mr. Lewis; first vice-president, Andrew Johnson, Galveston, Texas; second vice-president, William M. Ladnier, Bayou La Batre, Ala.; and secretary-treasurer, P. A. LeBlanc, Morgan City.

Ban Netting During Spawning Season

Luther S. Montgomery, Louisiana Wild Life & Fisheries Commissioner, issued an order on February 21 prohibiting the use of seines and nets in coastal waters of less than 18′ in depth during the spawning period, which is from March 16 to May 31. The order will be effective during the seasons of 1947 and 1948, and was issued after a study had shown that fish eggs were being destroyed by seines and nets used by commercial fishermen.

The ruling concerns commercial fishing along the shores of the Gulf of Mexico, from the Mississippi line on the east to the Texas line on the west, including Lake Borgne and all other lakes affected by the Gulf tides. No fish netting, seines or trammel nets may be carried on board any vessel or craft of any kind during the prohibited period. However, the order does not pertain to shrimp fishing.

To Convert Minesweepers to Shrimping

The 100′ *U.S.S. Ideal*, one of two Army minesweepers recently purchased by the Coastal Shrimp Co., Morgan City, La. arrived at that port from Virginia on February 1. The craft will be converted to shrimping.

Joseph Theophile Engeron Dies

Joseph Theophile Engeron, 72, a pioneer in the fishing industry of Terrebonne Parish, La., died on February 9. Mr. Engeron, in partnership with his brother P. J. Engeron, established a fishing business on lower Little Caillou in 1909, which later was merged with the Lake Oyster & Fish Co., Houma. In 1920 Joseph assumed entire ownership of the business, and was head of the firm until his retirement 3 years ago.

New Freezer, Ice Plant

The main building and cold storage rooms of the Biloxi Freezing Co., Biloxi, Miss. have been completed, and it was expected that machinery for the freezer would be installed in March. The freezing plant is 73′ x 200′, and is constructed of concrete blocks re-enforced with steel throughout. The main cold storage room will have a capacity of 800,000 lbs., and there also is a high temperature room which will hold approximately 100,000 lbs., an ice storage room with a capacity of 350 tons, and a sharp freeze room with facilities for freezing 50,000 lbs. daily. A modern 60 ton ice plant will be installed, and is expected to be put into operation in September.

The 56′ shrimp boat "Linda Sue" owned and operated by Capt. Joseph Thornton who trawls shrimp for DeJean Packing Co., Biloxi, Miss.

Fishermen Warned on Use of Seines

Alabama commercial fishermen recently were warned by Mobile Game Warden A. E. Nall that it is illegal to use seines and nets to fish in streams emptying into salt water bays beyond a half mile from the point such streams enter the bay. According to Nall, most fishermen have the impression that they are permitted to use seines and nets one mile from the mouth of the streams.

Florida Fishermen Suggest Changes in Laws

The last of a series of meetings on seafood conservation was held at Apalachicola on February 13, under the sponsorship of the Apalachicola Junior Chamber of Commerce. Attended by 400 Franklin County fishermen and dealers, the meeting was said to be the largest of its kind ever held in the County. L. G. Buck presided as chairman.

After hearing the latest information from various marine experts on conservation problems, the group made several recommendations for changes in seafood laws. Regarding shrimp, fishermen and dealers suggested that Apalachicola Bay and all inside waters in Franklin County be closed each year from July 1 to October 1 and from December 1 to April 1. It was proposed that the following section of Apalachicola Bay be closed permanently to shrimping: all that area of the waters of Franklin County lying north of a line drawn from the most southerly tip of East Point around the jetty to the most southerly tip of Green Point.

The group expressed itself as against using any shrimp net measuring more than 75′ cork line length, or any net constructed with a mesh of less than 1″ bar and 2″ stretch, with the provision that the latter requirement should not become effective until April 1, 1948.

It was urged that conservation officers be empowered to stop shrimping in all localities where a majority of small shrimp, or those over 45 count average with heads on, were being caught and killed. Recommendations for oysters included a proposal for requiring that such bivalves taken from the Apalachicola Bay, the inside waters of Franklin County, and that portion of St. Vincent's Sound lying in Gulf County, should not be less than 3″ from the opening on the hinge end to the opening on the mouth end. It was suggested that all oysters brought in should be unloaded and pass through the premises of a certified house, and that all oysters disposed of as shell stock should be placed

in delivery containers in a certified house or at the dock of a certified house and disposed of in this manner.

Other recommendations included a proposal for closing all private, leased and public owned oyster bars from April 15 to September 1 of each year; setting the daily family limit during the closed season in Apalachicola Bay and all inside waters of Gulf County at one gallon of shucked oysters or equivalent thereto in the shell; placing the 5c privilege tax in a trust fund earmarked for Franklin County oyster rehabilitation; saving of oyster shells by oystermen for use in the rehabilitation program; and an increase in the number of conservation agents.

Make Big Spanish Mackerel Catch

West Palm Beach commercial fishermen caught approximately 150,000 lbs. of Spanish mackerel on February 16, which amount was the best daily haul since last April. Commercial fishermen have been making only negligible catches recently, due partly to warm weather. Small amounts of pompano, bluefish and kingfish were taken with the mackerel.

Three Boats Damaged by Fire

The sponge boat *N. J. Athanason* was seriously damaged on February 19 by an explosion and fire which occurred while the craft was tied up at a Tarpon Springs dock. The vessel is owned by W. M. O'Grady, and was insured.

Two shrimp boats, the *Christina* and the *Pennant*, owned by Manuel Santos of St. Augustine, were damaged by fire on February 15 while tied up at a dock in the San Sebastian River. The blaze started on the *Christina*, which was badly gutted from end to end, and spread to the *Pennant*. Damage was estimated at $8,000.

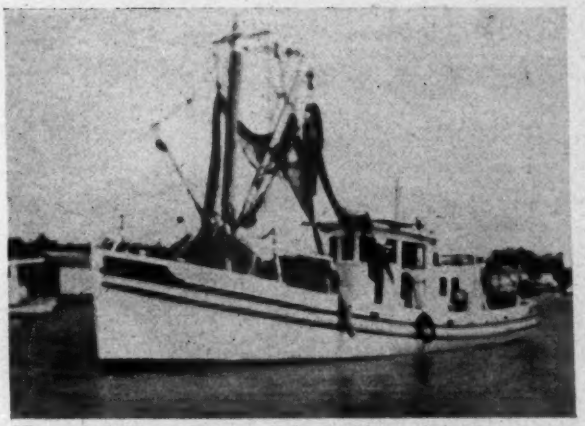
Texas to Have Freezing Plant at Freeport

The City of Freeport plans to construct a $581,250 quick-freeze plant on the harbor channel within City limits, and has received approval of the Federal Works Agency for a loan of $13,750 to be used for advance planning in connection with the project. The main building will be approximately 120′ x 180′, with exterior walls to be of transite and concrete and interior walls of tile.

The plant will have a daily freezing capacity of 90,000 lbs., and will have facilities for turning out 50 tons of ice. Six hundred cubic feet of storage space will be provided. Three processing stalls, each 40′ x 60′, will be served by a boat landing 300′ in length.

February Seafood Production

Texas oyster production was light during February, as many boats which had been rerigged for dredging oysters resumed shrimping. The largest daily catch reported was 288 barrels, landed in the Rockport area.



The 50′ shrimper "Young Velma" skippered by her owner-Capt. Ocean Eymard of Cut Off, La. She is powered by a 115 hp., D13000 Caterpillar Diesel.

Pauls Mott Reef in the Rockport area recently was closed, as was Long Reef, from Turtle Stake along the reef to the shoreline. However, other reefs will be opened to offset the closing of these areas.

Shrimping activities during February were hampered by northers and rough seas. Most of the shrimp brought to port came from the Port Lavaca and Palacios areas.

Principal species of fish landed during February included spotted sea trout, redfish, black drum, sheepshead and red snapper. Daily catches of spotted trout in the Aransas Pass and Rockport area frequently exceeded 1,000 lbs. One of the largest snapper catches made during the month was a 12,000-pound haul unloaded at Galveston on February 20.

Additions to Port Isabel Fleet

A 65′ welded steel shrimper, owned by Manuel Branco, joined the Port Isabel fleet about March 1. The craft, which was built by a Port Arthur boatyard, is powered with a 174 hp. Diesel engine, and has a cruising range of 10,000 miles. Ice capacity is 170 blocks. A sister ship is under construction for Branco at the same yard.

Garza Brothers recently launched a 43′ shrimp boat for Dave Duncan of Port Isabel. The craft is powered by a 130 hp. gas engine.

Marion Mircovich Suffers Burns

Marion Mircovich, Ingleside, suffered second degree burns on the face, hands and knees when his 35′ shrimp trawler burst into flames as he attempted to start the motor on February 18. The craft, which was tied up at the Mircovich docks, was completely destroyed. She was valued at approximately $4,000.

Part of the New Smyrna Beach, Fla., shrimp fleet. The principal shrimping season at this port is from early October through February and the boats generally fish the grounds around Cape Canaveral, 50 miles south.

Port Isabel Fish Houses Move

Several Port Isabel commercial fishing establishments have been forced to move recently because the property on which they were located was sold. Henry Cateora is having a 40′ x 60′ cement tile fish house constructed on the east side of the Industrial Canal, between the United Fish Co. and the new home of the Burnell Fish Co. A 200′ retaining wall of concrete and a dock of same length also are being built.

The new building of the Burnell Fish Co. will be 40′ x 80′, and a retaining wall of over 500′ in length and landing dock of the same length are now under construction. The Southern Fish Co. plans to build a new dock with a length of 200′, and the United Fish Co. will construct an 80′ dock with concrete retaining wall on their present site.

Maine Landings Set New Value Record

The total value of Maine fish landings in 1946 reached $13,863,268, exceeding the previous all-time record, made in 1945, by $251,657. However, the overall catch declined nearly 8 million lbs.

The redfish take showed a gain of more than 13 million lbs. and $600,000, as compared with 1945 landings. Other species which showed increases were cod, hake and pollock, all of which exceeded 6½ million lbs. during 1946. Herring landings were approximately the same for both years, but the 1946 catch declined more than $100,000 in value. Lobsters, which showed a total of 18,775,798 lbs., valued at $7,186,325, dropped 353,221 lbs. in weight and $752,217 in value.

Among the Counties, Cumberland was first, with 46,946,203 lbs.; followed by Hancock, with 45,926,491 lbs.; and Knox, 35,759,533 lbs. By species, Sagadahoc led in tuna, Lincoln in clams, Knox in lobsters, and Cumberland in groundfish.

Higher Lobster Licenses

Sea and Shore Fisheries Commissioner Richard E. Reed recently stated that his Department is in favor of legislation which would increase lobster license fees, and recommended a figure of $5 for lobstermen and $50 for dealers. According to Reed, the proposed license fees would bring in approximately $30,000, as compared to $7,000 last year, and would provide for the purchase of more seed lobsters, an increase in propagation activities and better service in research and marketing. At the present time both lobstermen and dealers pay $1 for licenses.

A group of 125 York County lobstermen who met at Cape Porpoise on February 15 went on record as in favor of higher licenses for lobstermen and dealers. They voted against any change in measuring lobsters, but endorsed a simplified method of marking lobster traps and buoys whereby each would bear only the lobsterman's number.

However, approximately 140 lobstermen who met at Tenant's Harbor on February 5 voted against higher licenses. They also recommended the repeal of the regulation which enables the Sea and Shore Fisheries Commissioner to take away the license of a lobsterman who is caught with illegal lobsters, and voted to retain the present method of measuring lobsters.

A majority of 24 North Haven fishermen who met on February 24 voted for increasing the lobster license fee to $5 or more.

Propose Clam-Cleansing Plant

Establishment of a State clam-cleansing plant at Boothbay Harbor to permit utilization of about $600,000 worth of clams a year from Maine's polluted clam flats was recommended by Commissioner Reed at a Legislative Appropriations Committee hearing on February 6. Reed said that the plant would be self-supporting, although a loan of about $20,000 from the State would be necessary to establish it. He suggested the lobster rearing station at Boothbay Harbor, now in use about 2 months a year, as a site; and requested $4,000 from the Legislature with which to establish a pilot plant there this year.

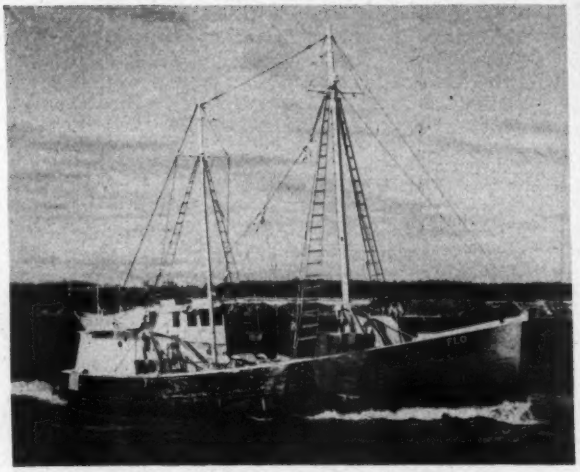
Seal Control Bills Introduced

Two measures recently were introduced in the Maine Legislature with a view to eliminating the damage which seals cause to weir and net fishermen. One bill, introduced by Senator Ralph A. Leavitt of Portland, would set up a fund of $3,000 to provide a scientific investigation by the Sea and Shore Fisheries Department of the effect seals have on the fishing industry. Results of the investigation would be reported at the next session of the Legislature.

The other bill, introduced by Rep. Charles K. Savage of Northeast Harbor, seeks an appropriation of $5,000 to pay a bounty on seals.

Maine weir and net fishermen estimate that seals have cost them approximately $1,200,000 during the last five years. The largest single item, an annual loss of over $200,000, came from seals breaking up schools of herring, while actual damage to nets, weirs and other gear amounted to $100,000 for the five-year period.

Other legislation filed recently which affects the fisheries includes a bill introduced by Rep. Roger E. Williams of Topsham, who asks a ban on the setting of traps or trawls in Casco Bay inside a line drawn from the south end of Wood Island to the south end of Ragged Island.



Capt. Charles B. Carver's new 75′ dragger "Flo" of Rockland, Me. She is skippered by Capt. Walter Ross and powered with a 265 hp. Hendy Diesel with 2:1 reduction gear.

Scallop Supply Declining

A recent coastwide survey conducted by the Sea and Shore Fisheries Department indicated that there has been a serious decline in the scallop supply since last year in western Maine waters, and that scientific investigation is needed to rehabilitate the industry. With the exception of the Sheepscot River beds where fishermen are finding large quantities of young scallops, the same general trend appears to exist as far east as Penobscot Bay, with little or no evidence that the supply will be any better in the future.

Scallop fishermen blame starfish for the decline, and this theory seems to be substantiated by findings in Washington County where relatively few of these predators have been reported and the scallop beds appear to have improved over the past several years.

Sardine Season Opens

Governor Horace Hildreth signed a bill on February 27 which enabled Maine sardine packers to begin operations on March 1 instead of April 15, and provides for closing the season on December 15 instead of December 1. The herring supply is reported to be very good this season.

Reed Named to Atlantic Commission

Commissioner Reed recently was named to the Atlantic States Marine Fisheries Commission to succeed former State Rep. Frank L. Baker, whose membership automatically ceased when his legislative term expired.

Several Craft Wrecked in Nor'easter

The nor'easter which swept the coast on March 2 and 3 caused damage or the loss of several Maine fishing boats. The 100′ dragger *Vandal*, owned by Trawler Management Corp. of Portland, sank at Rockland after breaking away a 50′ section of the General Seafoods Shipyard dock and hitting a Navy minesweeper being converted to fishing.

Wreckage of the 48′ fishing vessel *Pemaquid II*, owned by Fred D. Gilbert of Pemaquid Beach, washed ashore at Old Orchard Beach on March 3. Gerald Fossett, Pemaquid, and Roland J. Labrie, Waterville, who were aboard the craft, are presumed to have drowned.

A 28′ lobster boat owned by Jesse Feyler of Rockland went ashore at the public landing, and was a total loss except for the engine. A 33′ lobster boat owned by Pat McAuliffe of Rockland also was lost. At Chebeague Island in Casco Bay, three large lobster boats were wrecked, and several others were driven ashore.

CUMMINS DIESELS

SINCE 1919, PIONEER OF PROFITABLE POWER THROUGH HIGH SPEED DIESELS

Profitable POWER

Handling heavier loads faster . . . operating on smaller quantities of low-cost fuel . . . designed for easy servicing, Cummins Dependable Diesels are the source of profitable power on hundreds of jobs such as yours.

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Profitable Power at Work

One of the high-liners of the Boston fishing fleet is Capt. Frank Bertolino's 63-foot dragger "Carmela Maria" which is powered with a Model HMRS-604 Cummins Marine Diesel. In seven trips in December, 1946, she brought home 172,900 hailing fares.

Capt. Bertolino is one of the hundreds of fishermen who rely on Cummins Dependable Diesels for the *Profitable Power* that gets them out first when the fish are running . . . back first when prices are highest . . . assures the largest number of profit-making trips.

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Virginia Has Heavy Week's Landings

Fish landings in the Hampton Roads area totalled 1,462,700 lbs. the week of February 17, which amount represented the largest weekly catch in several months. However, oyster production, which reached 24,581 gallons, fell off by 4,667 gallons, as compared with the yield of the previous week.

Landings in the Norfolk area for the month of February amounted to 3,110,000 lbs., and showed a gain of 633,000 lbs. over January landings of 2,477,000 lbs.; but declined 1,249,000 lbs. from February, 1946 production. Gray sea trout led the varieties, with landings of 915,000 lbs.; followed by sea bass, with 811,000 lbs.; and butterfish, with 255,000 lbs.

Tangier Crab Dredgers Move

The Tangier crab dredging fleet recently moved from Pocomoke Sound to Smith's Point Light in the mouth of the Potomac River. Catches have been small, from 4 to 6 barrels daily per boat, but the price has been high. Crabs are now selling for $16.00 a barrel.

Tangier fishermen are getting ready for the crab pot season. It is reported that 15,000 pots will be fished in the coves and creeks of Tangier Island.

Soft Clams in Good Condition

The soft shell clams on the bars near Blue-crab Island and those near Wheley Point at the southern end of Tangier Island are large and fat this year. However, they are rather scarce, and the average daily take of a clam digger is about 2 bushels. Clams are selling for $6.00 a bushel in local markets.

"Cherokee" Repowered at Norfolk

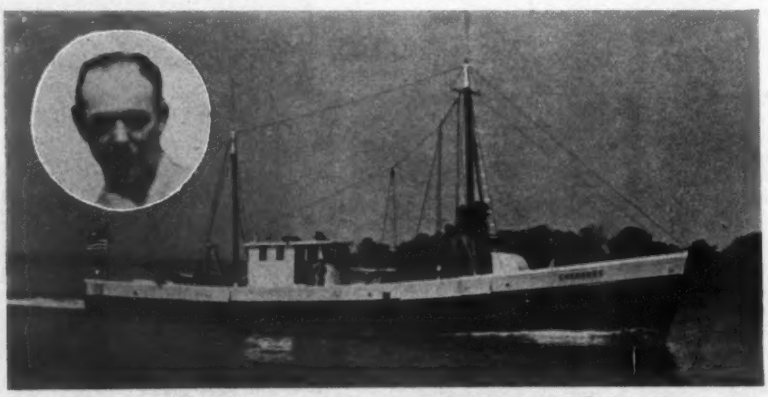
The 110′ trawler *Cherokee*, owned by Capt. B. F. Forrest, Jeffs, recently was repowered at the Moon Shipyard & Repair Co., Norfolk, with a new 275 hp. direct-reversing, 6 cylinder supercharged Cooper-Bessemer Diesel. A sub-chaser, converted to fishing by Capt. Forrest in 1940, the vessel is equipped with a three-blade 56 x 42 Columbian wheel, and has a speed of 13 mph. She operates out of Newport News, and is one of a fleet of three trawlers owned by Capt. Forrest. Other vessels in the fleet include the *Manchonoch* and the *Whitestone*. In the Summer Capt. Forrest's boats fish off New England.

Additions to Patrol Fleet

Two additional patrol boats, with crews of three each, were placed in service by the Virginia Fisheries Commission on March 1. One of the boats operates in the lower Rappahannock and Piankatank Rivers, while the other covers the York River area.

Application for Oyster Ground

T. W. Hutchings, Remo, has applied for approximately 125 acres of oyster ground in the waters of the Chesapeake Bay, near Ball's Creek. The area will be used for planting shells and growing oysters.



The 110′ trawler "Cherokee" owned by Capt. B. F. Forrest of Jeffs, Va. She recently was repowered with a 275 hp. supercharged Cooper-Bessemer Diesel.

Maryland Dredging Work Would Aid Oystermen

The Chief of the Army Engineers has approved the recommendations of the Board of Engineers for Rivers and Harbors for the improvement of several Maryland waterways which are used regularly by oystermen, including Kent Island Narrows. Local interests had requested the dredging of a channel 6′ deep and 75′ wide from the existing channel in Kent Island Narrows into Wells Cove, with a 300′ x 500′ square anchorage of the same depth to be dredged in the Cove.

Eighty to 100 oyster boats are moored regularly in Wells Cove, and because of inadequate depth at the entrance oystermen have difficulty entering and leaving and lose considerable time. They report an annual monetary loss of $160 per boat due to the shallow waters, and estimate that the improvements would benefit them by a total of $13,000.

The District Engineers also recommended the further improvement of Rock Hall Harbor by enlarging the channel parallel to the harbor terminals to a depth of 10′ and width of 100′; deepening the easterly channel 250′ to the anchorage basin 10′; deepening the remainder of that basin to 8′ and excavating a basin 200′ wide and 8′ deep, to be extended 600′. Army Engineers estimate this would cost approximately $40,000.

Oystermen Have Good Season

Oyster dredgers and tongers have had a good season, and high prices have been received. Several closed areas in Tangier Sound were opened, and the oysters were the finest brought to Crisfield this season. Capt. William Holland of Crisfield sold one load for $4.00 a bushel, one of the highest prices ever received.

However, the season has not been favorable for packers. Shuckers have been receiving 85c a gallon and other expenses have been high. After January 1 a number of the largest packing houses in Crisfield ceased to shuck oysters, and most of the bivalves were shucked by "water bushers".

Shad and Herring Season Opens

Pound fishing for shad and herring opened March 1 in the Chesapeake Bay. A few herring were seen in Pocomoke Sound the first of February, but cold weather followed and no more appeared. The shad and herring season is a boon to the watermen, as it comes between the oyster and crab seasons.

High Price for Crabs

Hard crabs are selling in the Crisfield market for $16.00 a barrel, which is the highest price ever known. The prewar price was $2.50 a barrel.

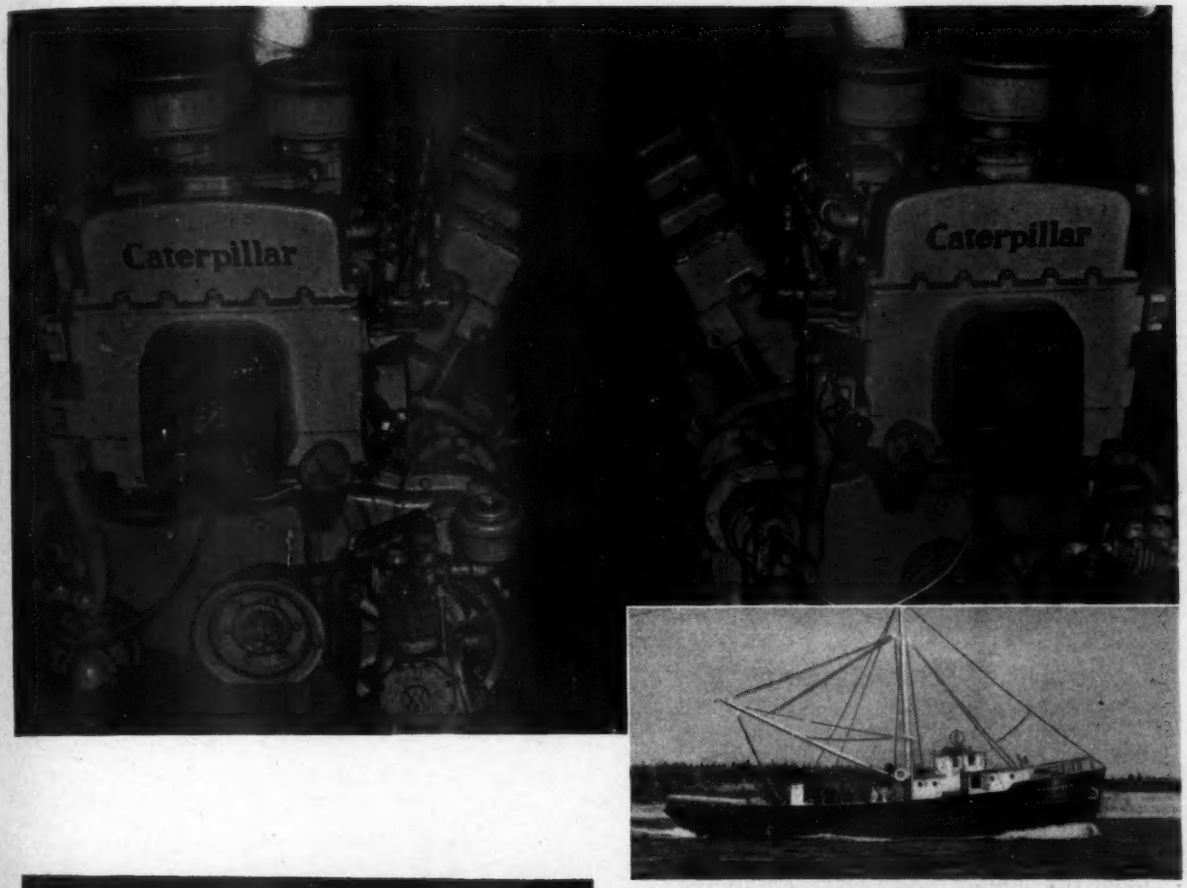
Chesapeake Bay Authority

A bill recently was introduced in the Senate which would create a three-man Chesapeake Bay Authority to replace the present Department of Tidewater Fisheries in regulating Maryland's tidewater resources. The Authority would become effective June 1, with the appointment by the Governor of three members to serve four-year terms. Two of the members would have to be residents of Tidewater counties, and not more than two could be of the same political party.

The bill provides for control by the Authority over the planting and propagation of oysters and crabs under powers conferred by law. Inspection powers of the Authority would extend to fish and shellfish caught or sold in Maryland, as well as to books of packers or dealers. Oyster shell firms would have to report all purchases and sales.

Fisheries Budget Cut

The 1948-49 budget of the Department of Tidewater Fisheries has been cut by 25%. The Department's budget request of $1,396,772 was reduced to $1,033,926, with principal cuts on funds specified for carrying out oyster propagation activities and for law enforcement purposes.



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These husky power-plants have proved their quality over the years, establishing new records of dependable, economical performance. From Labrador to Louisiana, fishermen know they can trust "Caterpillar" Diesels to stand up under hard, continuous work, month after month and year after year, backed by the excellent service of "Caterpillar" dealers.

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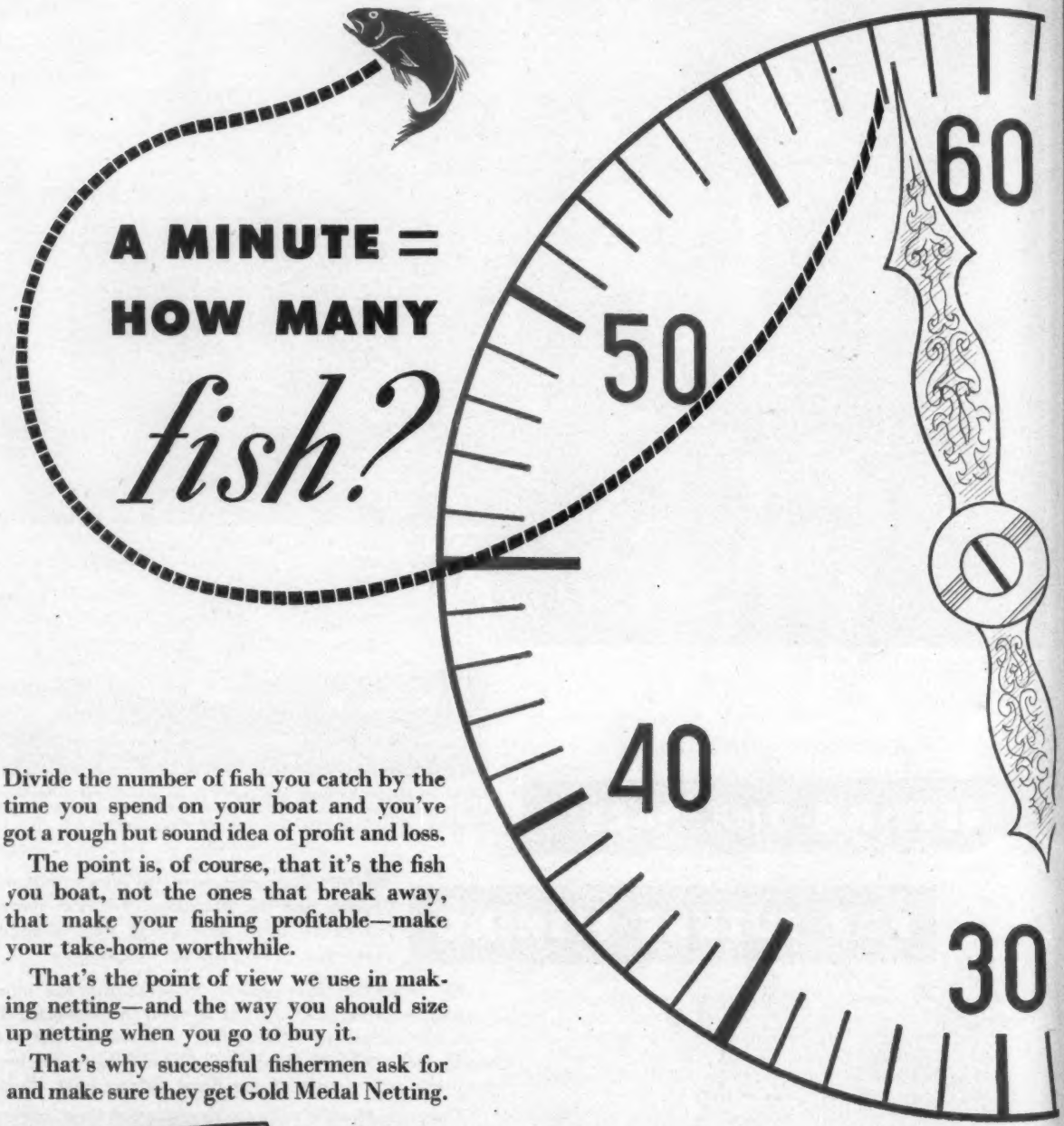

Divide the number of fish you catch by the time you spend on your boat and you've got a rough but sound idea of profit and loss.

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Boston Union Restrained From Price-Fixing

Selling of fish on the Boston Fish Exchange was resumed March 24 following an order issued by the Superior Court on February 21 in which the Atlantic Fishermen's Union was restrained from fixing prices of fresh fish. The temporary injunction ordered the Union to "desist from conspiring, confederating or combining to prevent the sale of fresh fish at its fair market value when offered for sale". It also forbade "discriminating between buyers who are willing to pay the fair market price" and banned "setting price above the fair market value, below which fish would not be offered for sale or the sale voided".

Refusal of fishermen to accept auction prices at Boston caused the tie-up of 27 trawlers on February 19 with 2 million lbs. of fish in their holds. With the selling price of haddock at 8½ cents per lb., the fishermen declined to sell for less than 9 cents, and as a result would not unload the boats.

Mass. Association Elects Officers

John N. Fulham, Jr., president of Haskins Fish Co., Boston, has been elected president of the Massachusetts Fisheries Association. He is a 1940 graduate of Harvard, and served in World War II as a Navy Lieutenant, receiving commendations for outstanding service. A son of the late J. N. Fulham, who was a leader in the Boston fishing industry for 40 years, Mr. Fulham is a director of the Commonwealth Ice & Cold Storage Company. The Haskins Company conducts a wholesale fish and fillet business and operates the trawlers *Triton* and *Neptune*.

Other new officers of the Association are: Vice President, John R. O'Donnell, O'Donnell-Usen Fisheries; Treasurer, Benjamin Jukes, P. H. Prior Co.; Secretary, Patrick Callahan, O'Hara Bros. Co.

Thomas A. Fulham, treasurer of Haskins Fish Co. and brother of John, is president of the Federated Fishing Boats of New England and New York, Inc., while Michael Whalen of R. O'Brien & Co. is vice-president. Thomas D. Rice is secretary of this group and executive secretary of the Fisheries Assn.

International Fisheries Control Suggested

A proposal for the formation of an International Fish Commission which would be empowered to regulate the type of equipment and conditions for fishing operations in the North Atlantic was offered by Edward H. Cooley, president of Atlantic Coast Fisheries Co. at a meeting of boat owners and Union officials sponsored by the Massachusetts Fisheries Assn., on Feb. 6.

Mr. Cooley stipulated that any compact approved would not be binding on any country until it became binding upon all nations operating on the Grand Banks or other common fishing grounds. It was decided to place the recommendation before the State Department.

John N. Fulham, Jr., new president of the Massachusetts Fisheries Association, Boston, beside the trawler "Triton".

Hull Insurance Provisions

(Continued from page 19)

Two examples of machinery damage will best illustrate how such claims are treated under an ocean marine policy. (1) A trawler while at sea on a fishing voyage became disabled because of a breakdown in the Diesel propelling engine and, subsequently, arrived in the nearest port of safety in tow of a U. S. Coast Guard vessel. Upon examination to determine the cause and extent of damage to the engine, it was found that the crankshaft was broken. A simple visual examination of the broken crankshaft did not disclose any sign of a flaw or faulty material in its metallic structure, but did show every evidence of badly worn and scored journals and bearings, which indicated that the crankshaft was subject to excessive play in the bearings both in a transverse and longitudinal direction. This condition was confirmed by measurements of the journals and bearings.

A further check was made by a special laboratory technique giving oscillographic patterns of the shaft, which showed definite stresses in web number one; the beginning of a minute crack in number one journal and unmistakable strains in other portions of the shaft. The term "latent defect" does not apply in this case, since the damage was caused by wear and tear, that is to say, the engine was in need of a major overhaul. The insurance does not extend to loss or damage resulting from wear and tear since a prudent insured will maintain his engine in proper operating condition.

It is possible that the circumstances described above resulting in breakage of the crankshaft may be partly due to a weakness in design of the shaft, a contributing factor discernible in the oscillographic pictures. Here again the insurance does not extend to loss or damage resulting from an error or weakness in design; a condition which is generally dealt with under the heading "Breakage of Shafts." If it can be shown that an error or weakness in design of the crankshaft existed and was not possible of discovery by diligent examination, an insured with certain reservations, would be entitled to re-imbursement for the cost of repairing only the consequential damage, provided, wear and tear is not the principle reason, as it usually is, for the shaft failure. The underwriters will not contribute for the cost of a new crankshaft or for labor costs incidental to its removal and replacement.

(2) Let us assume that another trawler is disabled at sea and a subsequent examination of the engine reveals after careful inspection and checking by modern methods that a flaw exists in the metallurgical structure of the material used in the shaft. Examination of the engine further discloses considerable consequential damage, that is to say, damage to the engine directly caused by the breaking of the crankshaft. The term "latent defect" does not apply to all conditions of loss or damage in which a "defect" is found to exist, but only to a *latent* defect, which is generally interpreted to mean a hidden flaw or faulty metallurgical structure in the material used.

If the loss can be shown to have been directly caused by a latent defect, the insured is entitled to collect only those charges applying to the consequential damage. He cannot collect for the cost of the broken crankshaft or any of the expenses incidental to its removal and replacement. Marine insurance does not guarantee the adequateness of an engine or any of its component parts and the same is true in respect to the hull. Loss or damage suffered by a vessel which was directly caused by (1) a latent defect or (2) an error or weakness in design are chargeable to the policy only in respect to the consequential damage and provided there are no other factors contributing to the direct cause of the damage.

Obviously, there are other reasons for shaft failures, which may be said to fall under the headings of: (A) Stranding, striking a submerged object or any similar accidental occurrence that constitutes a peril of the sea. Note that the peril must be *of* the sea rather than on the sea. (B) Negligence of the master, engineers, or crew. Loss or damage arising under the circumstances indicated in (A) and (B) is properly chargeable to the policy.

It should now be clear to the owners and managers of fishing vessels that within the implied warranty to maintain the vessel in a seaworthy condition at all times are encompassed definite responsibilities of the vessel owner. In accepting the hull policy the insured agrees to take upon himself the burden of all costs for the replacement of an engine or any of its parts which become worn out because of age and service and, by the same token, he cannot expect the underwriters to pay for any damage to hull or machinery resulting from failure, if worn out, because of fatigue, corrosion or other depreciation.

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North Carolina Oystermen Favor Closed Season

A group of 25 oystermen met at Shallotte on February 15 with Senator R. I. Mintz and Representative Odell Williamson for the purpose of discussing possible legislation to rehabilitate the oyster industry. They agreed that there should be a closed season on commercial oyster production and sales in Brunswick County between February 15 and November 15 of each year for a period of 5 years; that a daily limit of 5 bushels per family should be set during season; and that a tax of $1 per bushel should be collected on all oysters shipped out of the State.

Senator Mintz and Representative Williamson agreed to draft a bill covering the oystermen's recommendations.

Shad and Herring Season Opens

The 1947 season for taking shad and herring in inland waters, with the exception of the Tar and Neuse Rivers, opened on March 1 and will continue through May 1. The season in these rivers will extend from April 1 through June 15.

Fishing for shad and herring will be allowed on Tuesdays, Thursdays and Saturdays, and the Division of Game and Inland Fisheries now requires a license for the use of commercial gear in taking these species.

To Survey Albemarle Sound

Dr. H. F. Prytherch, director of the Fish and Wildlife Service Laboratory at Piver's Island, plans to make a survey of Albemarle Sound to determine the effect which the flow of fresh water from the Roanoke River has on fish in the Sound. The Sound is said to be the largest coastal fresh-water body in the world, and yields 20 million lbs. of fish and shellfish annually. Both fresh and salt-water fish abound there, including shad, herring and rock, which pass through the area on their way to the spawning grounds.

Hardee Establishes Boatyard

Lewis J. Hardee, Southport shrimp dealer, has started construction work on a 30′ x 60′ shop for boatbuilding. He plans to build two 52′ shrimp trawlers for himself first. These craft are scheduled to be ready for Summer fishing.

Approve Oyster Restoration Program

The recommendations of the Governor's special oyster commission for rehabilitation of the industry, including establishment of a shellfish division in the Department of Conservation and Development at a cost of $250,000, were endorsed by the joint commercial fisheries committee of the Legislature at a meeting on February 12. Members of the committee revealed that oystermen would be willing to pay double their present 4% tax on oysters if this would help the industry.

South Carolina Oyster Study

The preliminary report recently issued by the Fish & Wildlife Service on its study of McClellanville oysters indicated that the bivalves may have been damaged by the straightening and deepening of the inland waterway. The survey revealed that the oysters show evidence of heavy silting, such as unusually high mortality, poor growth, brittle shells and poor meat. The Service, which plans to study the situation further, compared the yield of 24 to 25 oz. per bushel in the McClellanville area with the 36 to 42 oz. yield in Beaufort County.

New Seafood Company

Folly River Seafoods, Inc., newly formed Charleston company, plans to operate 6 shrimp trawlers this season, and has applied for permission to construct a 112′ wharf on Folly River for the use of its own boats, as well as for vessels of other fleets. Sheds will be provided for preparing and icing the shrimp, and fuel oil, gasoline, supplies and ice will be made available at the dockside. Between 55 and 60 persons will be employed when full scale operations begin this shrimp season.

Officers of the Corporation are as follows: William G. Dodds, president; W. Elliott Hutson, Jr., vice-president; and Thomas F. Farrow, secretary-treasurer. Mr. Dodds is the Folly Beach representative on the recently formed South Carolina Seafoods Conservation Association.

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Extra long life with steady lugging ability, 24 hours a day, 7 days a week.

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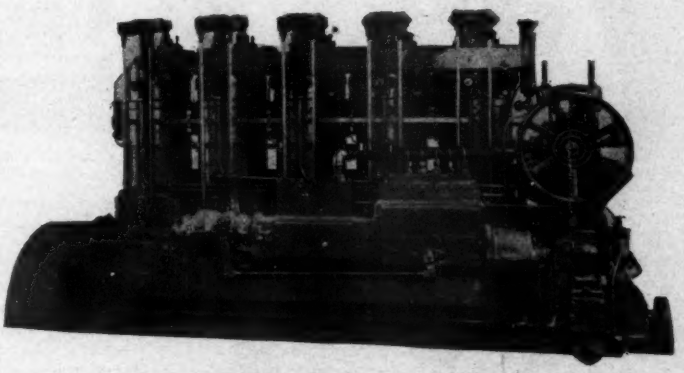

5 cylinder, 4 cycle Wolverine direct reversing marine engine, 9¼" bore, 14" stroke, developing 195 hp. at 400 rpm.

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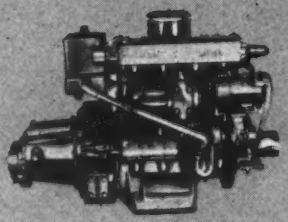

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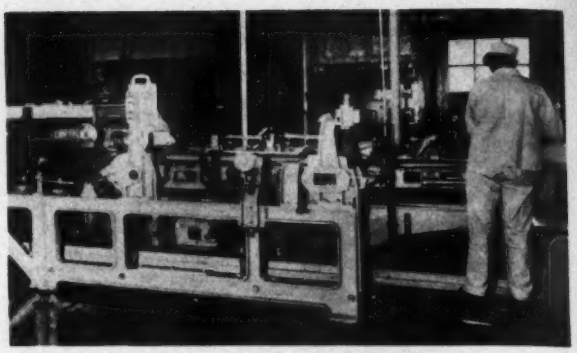


Atlantic Coast Fisheries' cod and haddock automatic filleting machine.

Atlantic Coast Fisheries' Filleting Machine Increases Yield

Thirty high-speed automatic filleting machines, expected to revolutionize the fish producing industry, will be delivered to major operating companies late this month, according to an announcement by Atlantic Coast Fisheries Co. of Boston. They are being built by the American Car & Foundry Co., Brooklyn, N. Y. and will be made available to the fish industry on a license basis.

An operator feeding headed fish into the filleting machine.

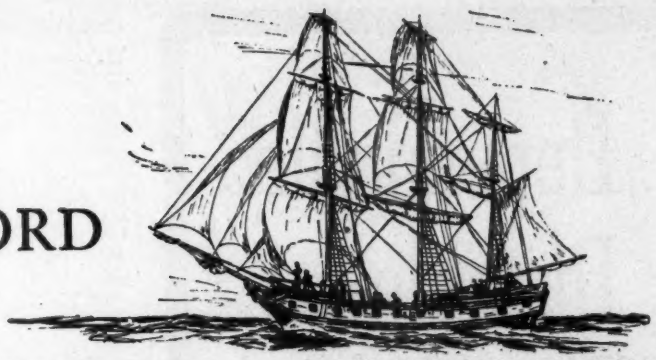
The machine itself, as delicately adjusted as a Swiss watch and requiring only one operator, was designed and developed by Atlantic Coast Fisheries at a cost of $1,000,000 and after 23 years of research. It is the result of the outstanding work of W. H. Hunt, California mechanical engineer, who developed the basic principles and many refinements; C. M. Savida, chief engineer, Atlantic Coast Fisheries and specialist in automatic machinery, who evolved the machine design as well as improvements; and Atlantic Coast's Manager of Engineering, W. A. Ellison, Jr., biologist and physical chemist, who contributed knowledge of fish anatomy, plant production methods and coordinating ability. Only three filleting machines are now in operation in this country. These are at Atlantic Coast's plants in Boston and Provincetown.

Compared with the hand method, according to Edward H. Cooley, president of Atlantic Coast Fisheries, the automatic machine increases the yield per fish from 15 to 18%, saves labor, improves the appearance of the product, and makes for greater sanitation.

Fish arrive at the machine with heads removed and are fed by the operator, back down and tail forward, into a trough-shaped conveyor with a stationary groove at the bottom to accommodate the dorsal fin. Each fish then moves forward to a position where it pauses until grippers grasp the tail and align it with the dorsal and ventral cutting units. The dorsal fin is then cut out by circular cutters and drops onto a waste conveyor. As the fish travels along, two stationary plow knives make parallel cuts along the dorsal side leaving the fish cut from the dorsal side down to the backbone along its entire length.

The fish moves on to the third operation which entails a cut on each side of the belly fin to the backbone. Two paired, long

Highways from NEW BEDFORD



To the small coastal vessels and to the sturdy sailors who manned them must go much credit for the rapid development of our nation. When our highways were forest trails these little ships sailed open sea lanes from port to port along the entire Atlantic seaboard, even to the West Indies. They were our transportation and our communication. In times of trial they were our defense—peaceful traders turned blockade runner and privateer. Many of these ships and many of their men hailed from New Bedford. And these same New Bedford men who made history then founded a new industry for which New Bedford is famous today.

More than a century ago a group of ship owners, captains and fishermen, founded the New Bedford Cordage Company. Their rope, made for their own use, was soon sought by other rope users. The same practical knowledge of rope use, backed by over 100 years of manufacturing experience, goes into New Bedford rope today. Still sought by every rope user—still the finest rope for every use.

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Mills: New Bedford, Massachusetts

diverging ribbing knives then cut a strip of flesh along each side of the backbone and a band of flesh along the ribs and the fillets fall onto conveyor belts while the skeleton drops onto the waste conveyor. The fillets move on to the inspectors and trimmers and the operation is completed.

The machines have their own flushing system, using about two barrels of water a minute. At the end of a day they can be hosed down with hot water or a disinfectant solution without causing damage.

Four of the 30 new machines scheduled for delivery will fillet cod and haddock, ranging from 1 to 10 lbs. in weight. These machines cut 45 fish per minute. The other 26 will be for rosefish, scrod and whiting. Actually they are universal machines which, by simple mechanical adjustment, can be made to fillet all three varieties of fish. Somewhat smaller than the 4½ ton, 6′ x 6′ x 21′ long cod filleting machines, they also operate at higher speeds. A whiting machine fillets 100 fish per minute, ranging from ¼ to 2 lbs. The rosefish machine cuts 75 fish per minute, handling sizes from ½ to 2½ lbs.

Savings obtained by use of a filleting machine with haddock, for example, amount to slightly more than 3 cents per pound of fillets at current prices.

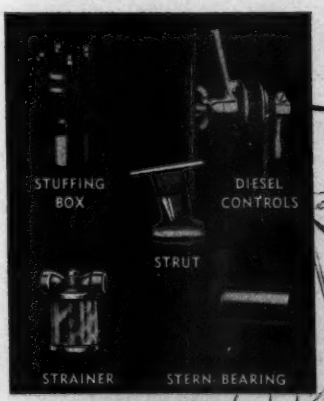
A haddock filleting machine cutting fish averaging 4½ lbs. each will process about 14,690,000 lbs. of round fish at an average plant per year. At a 48.5% machine recovery, the yield in fillets is 7,119,620 lbs. From this same weight of round fish at a hand recovery of 42%, the yield in fillets is 6,170,640 lbs.

The difference in fillet yield of 948,980 lbs., converted back into round fish, amounts to 2,233,000 lbs. This is the equivalent to half the annual landings of fish by an average large trawler.

An entire fish processing and packaging plant, including an automatic filleting machine has been delivered to Hull, England, by Atlantic Coast Fisheries Co. and will be placed in operation there at the Hull Ice Co. It will be inspected by representatives of the British fishing industry, as well as those from Scandinavia, France, Russia and other parts of the continent. W. A. Ellison, Jr., will be on hand to supervise and instruct in the initial operation.

Columbian

PROPELLERS AND FITTINGS give fine performance on Diesel or Gas Fishing Boats



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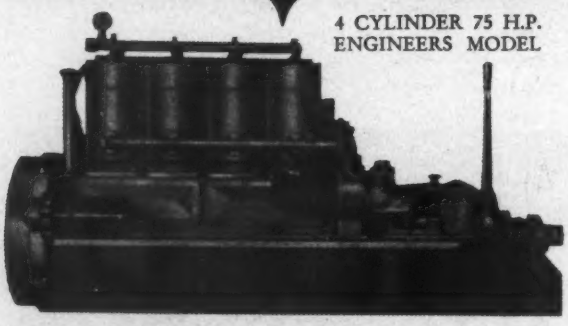
ENGINEERS MODEL



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New Jersey Fishermen Discuss Expansion of Dragging Area

Approximately 100 commercial and sport fishermen were present at the February 11 meeting of the Cape May County Chamber of Commerce, held for the purpose of discussing proposed legislation to permit draggers to come within one mile of the shore to fish. Draggers now stay outside a two-mile limit.

In return for being allowed to operate closer to shore, dragger owners have signified their willingness to submit to regulations which would enlarge the net mesh from 2½" to 3", ban night fishing, and raise the license fee from $50 to $100.

H. Willard Shaner of Margate, secretary-treasurer of the Association of Surf Angling Clubs, led those in opposition to the proposed bill, contending draggers are responsible for the diminishing fish supply. He asserted that the dragger net destroys small fish, and takes a great toll of the natural ocean growth.

Capt. David Hart of Cape May, president of the Commercial Fishermen's Association, headed the group in favor of the bill, and declared that a large part of the damage done by nets takes place outside the three-mile limit, and therefore is out of the jurisdictional limits of the State of New Jersey.

Fishing Boat "Minnie" Sinks

The 40′ fishing boat *Minnie* of Wildwood sank on February 18 after hitting a stone jetty near Ocean City, Md. William Smith of Wildwood and Alvin Mulligan of Atlantic City, who were aboard the craft, managed to cling to the mast and were rescued by the Coast Guard. The craft was en route to Ocean City with a load of clams.

Ottens Harbor Being Deepened

Work started February 18 on a project for dredging the portion of Ottens Harbor which connects with the inland waterway to a depth of 9½′. The project is under the supervision of the State Board of Commerce and Navigation.

Congressman James C. Auchincloss plans to introduce a bill in the Legislature providing for the completion of the inland waterway from New York Harbor to Cape May, at a cost of $30,000,000. The measure calls for an intracoastal channel 100′ wide with an average depth of 6′ of navigable water, and for vast improvements in the Ocean County section of the waterway, including straightening and improving the channels in Manasquan Inlet, Barnegat Inlet, Barnegat Bay, Little Egg Harbor Bay and Tuckerton Bay.

Bond's Lifeboat Station Reopened

The Bond's Lifeboat Station was reopened the week of February 10 as the result of a direct appeal by Congressman James C. Auchincloss to Admiral J. F. Farley, commandant of the Coast Guard. The need for maintaining a safety watch and rescue crew facilities at all times adjacent to Beach Haven Inlet to protect commercial and pleasure boat fishermen was shown.

Rhode Island Legislation

Effective pollution abatement in Rhode Island waters, long sought by commercial fishing and other interests, moved a step nearer when Gov. John O. Pastore announced on February 27 his legislative program which includes a bill authorizing him to call a special election for voting on a $5,000,000 bond issue for construction of a sewage treatment facility for the lower Blackstone and Moshassuck Valleys.

Other bills would amend the existing law to permit prosecution of persons polluting the waters of the State with petroleum products, and would remove the exemption from the existing antipollution statute enjoyed by Newport, Jamestown and New Shoreham.

It was announced another bill was being prepared to authorize the State government to enter into interstate compacts to deal with problems of pollution in interstate waters.

A bill introduced Feb. 28 by Senator Howard S. Proctor of East Greenwich would make it illegal for any boat to have aboard more than 30 bushels of quahogs in any one day. Present Rhode Island law merely forbids the taking of more than 30 bushels a day.

The Rhode Island Senate finance committee approved for passage a bill appropriating $35,000 for the purchase of two additional patrol boats for the State Division of Fish and Game.

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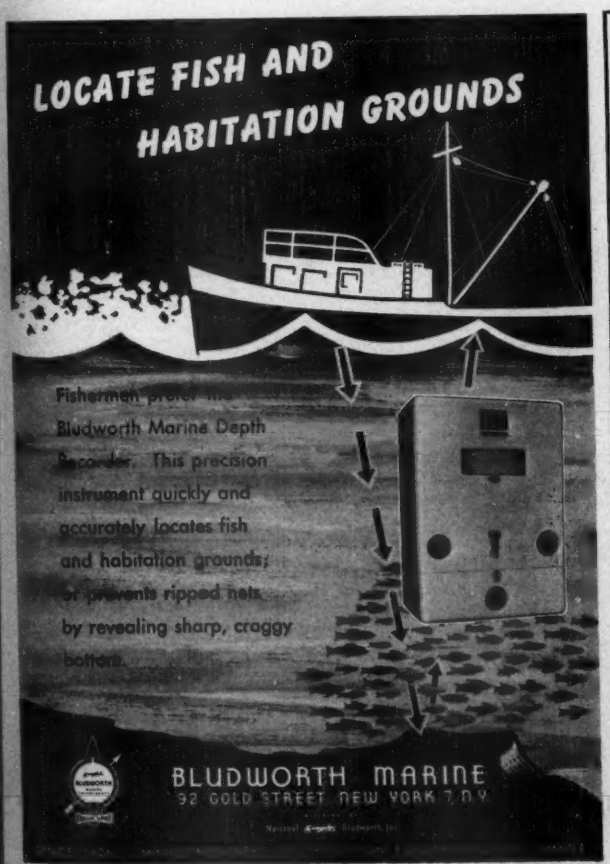
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Fishermen prefer the Bludworth Marine Depth Recorder. This precision instrument quickly and accurately locates fish and habitation grounds; it prevents ripped nets by revealing sharp, craggy bottoms.
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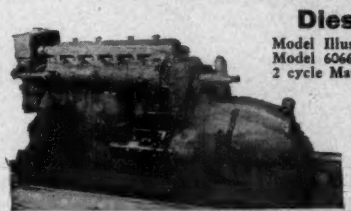

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New Chrysler M-8, 141 H.P., Marine Gasoline Motor with direct drive and reverse gear—$1050
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400 Watt to 60 Kilowatt Generators—BARGAIN PRICES

Marine Accessories—Cleats, boat hooks, anchors, life rafts, motor brackets, propellers, pumps, etc.

Welding Machines—Used, in good condition—200-600 AMP. DC and Transformer AC type—Westinghouse, G. E., Hobart and Lincoln

Murray and Tregurtha Outboard Propelling Units Model O-2D. G. M. Diesel 165 H.P.—$3500

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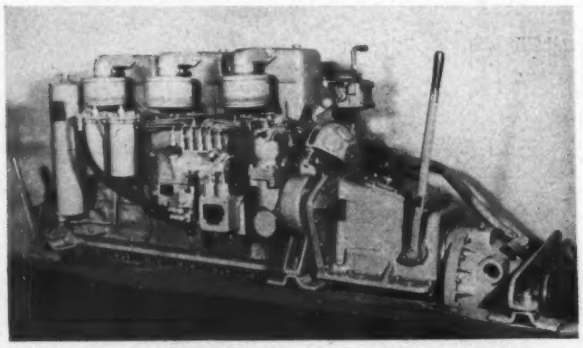

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Long Island Association Votes Against Union Affiliation

The Long Island Fishermen's Association held its annual meeting and election of officers at West Sayville on February 15, with approximately 150 persons in attendance. After hearing a committee report on the matter of affiliating with the Fishermen and Seafood Workers of the Atlantic Coast, the group voted against this action. It was felt that unionization would be impractical, and might eventually place the entire industry under the control of a small group of individuals.

The Association went on record as in favor of a petition requesting fairways in Fire Island Inlet and Moriches Inlet. It was pointed out that boats often fish for fluke in the channel of Fire Island Inlet, and that this practice might cause accidents. The organization voted to do everything in its power to oppose a bill which would prohibit dragging in the Atlantic Ocean three miles off the Rockaways.

The following officers were elected: Rodman Pell, Greenport, president; Joseph Tuttle, Eastport, vice-president; Clarence J. Slager, West Sayville, secretary; and Percy Hoek, West Sayville, treasurer.

Directors named include Robert Doxsee, Freeport; John Griek, West Sayville; William Parsons, Mantauk; Peter De Roo, West Sayville; Forest Smith, Baldwin; Edwin S. Furman, Baldwin; Perry B. Duryea, Jr., Montauk; Stanley Case, Cutchogue; Frank Eldridge, East Marion; Ed Winters, West Hampton Beach; John Lundstedt, Islip; Nicholas Schaper, Islip; Peter Van Vessem, West Sayville; and Kenneth Bracket, Port Jefferson.

Pending Legislation

Legislation has been introduced which would permit lobster boats to operate between 12 noon on Saturday to midnight on Sunday, and would require lobster pots to have a 1⅝" bottom slat opening.

Another bill would require a minimum of 4" stretched mesh for flounder nets used in Long Island Sound, effective January 1, 1948.

Bridgeport Fights Starfish

(Continued from page 23)

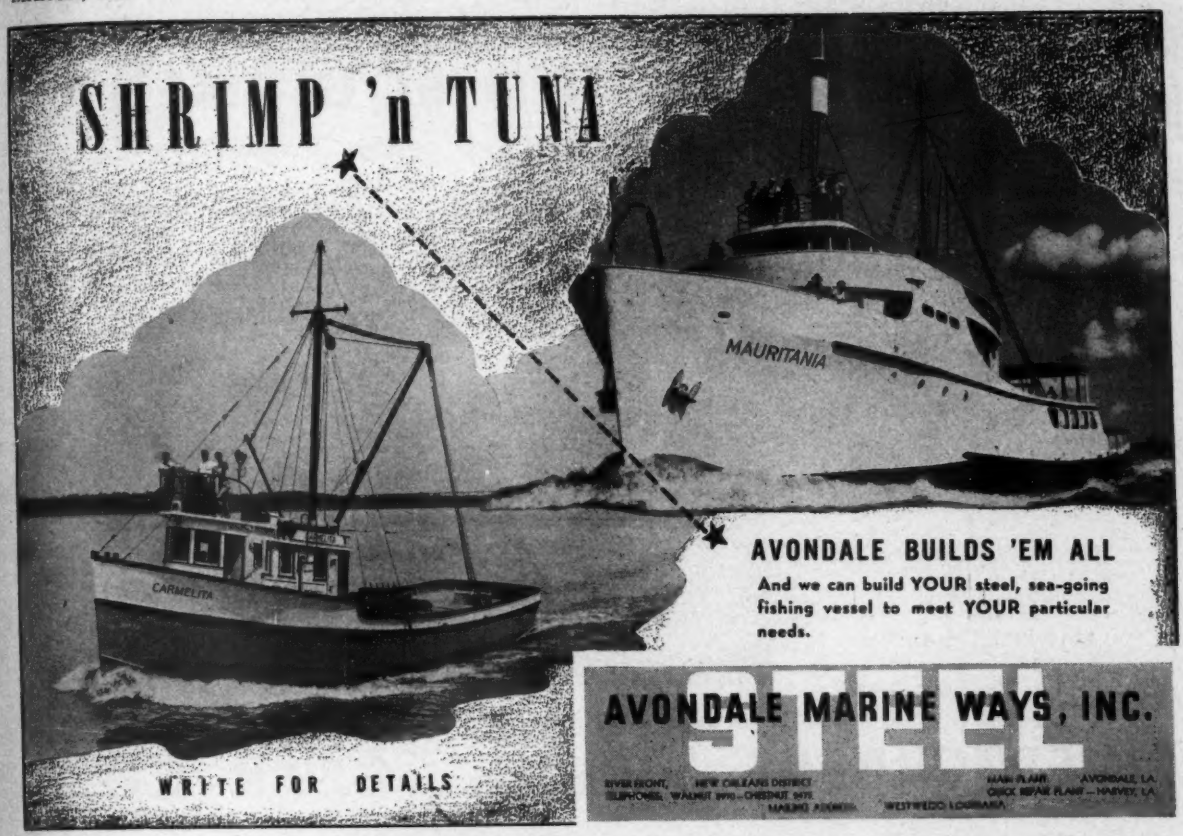
ing of this sort is subdivided into various stages of operation. To carry the analogy of "farming" further, all holdings are required to be "fenced", or marked, by buoys. Many craft come from other ports, with the result that a glance offshore almost any day gives the impression of a major, concentrated industry. The immediate waters, glimpsed from the port's beautiful seawall park, are dotted with sails constantly moving and converging in the course of operations.

Sail rig is used mostly for dredging natural growth oysters. The typical craft in this category is a gaff-rigged sloop with a commanding set of canvas, and it is the fleeting grace of this type of boat which gives the Sound oyster industry a lingering note of color in the midst of metropolitan change.

Generally, Bridgeport is only a fragment of this industry, which, in itself, is only part of an even larger spread of industry along the seaboard. But the Sound oystermen are moving with their entire field towards a completely modern conception of packaging, marketing, and shipping their product. At the New York convention of oystermen last year the advantages of quick freeze packing were both extolled and explored, and oystermen generally have agreed to work towards a reasonable uniformity of quality, grade, and pack for each producing area.

From the viewpoint of conservation, transplanting is being increasingly emphasized as a means of assuring an adequate oyster supply and developing a natural shape. National advertising goals will stress the food value of the oyster as being "better balanced than almost any other food."

John L. Plock, head of the Shelter Island Oyster Co., which owns the H. J. Lewis seeding plant at Bridgeport, is one of the most active leaders in the oyster field. One of his recent contributions to the industry is a mechanical shucker, which has been widely adapted to hotels, restaurants, and oyster bars. It is claimed to be the first device of this sort which removes the top shell without injuring the meat.



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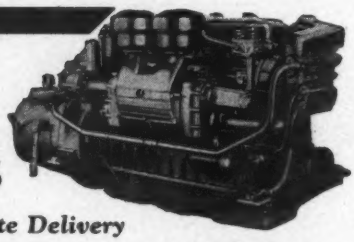

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40 Model MG-101, Red. 1.5:1, S.A.E. No. 1
150 Model MG-126, Red. 2:1, S.A.E. No. 1
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1.5:1, 2:1 or 2.5:1 Reduction Forward and Reverse S. A. E. 1 housing with clutch assembly and marine coupling.

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Fish Landings for Month of February

(Hailing fares. Figure after name indicates number of trips.)

Portland

Alice M. Doughty (2)	68,000	Frances R. (3)	20,000
Andarte (2)	49,000	Gertrude & Rose (1)	9,000
Beatrice & Rose (1)	24,000	Hornet (1)	5,000
Carolyn & Priscilla (2)	47,000	Nautilus (2)	66,000
Cigar Joe (2)	28,000	Nora D. Sawyer (2)	15,000
Dorothy & Ethel II (2)	44,000	Nyoda (3)	15,000
Dorothy & Ethel III (2)	61,000	Richard J. Nunan (4)	172,000
Elinor & Jean (2)	26,000	Serafina II (2)	14,000
Ethelina (2)	20,000	Stanley (3)	10,000
Evzone (2)	76,000	Willard Daggett (2)	38,000
Fannie Belle (2)	10,000		

Gloucester

Alden (1)	6,200	Lera G. (1)	4,500
American Eagle (2)	2,700	Leretha (1)	41,000
Angie & Florence (1)	5,700	Linta (1)	7,000
Annie (1)	2,800	Little Joe (2)	12,400
Anthony & Josephine (1)	5,000	Lorine III (1)	8,500
Ariel (1)	1,500	Lucretia (2)	7,000
Ave Maria (4)	20,200	Madonna (1)	1,000
Baby Doll (3)	13,000	Margie & Roy (1)	1,000
Baby Rose (2)	101,500	Maria Immaculata (1)	1,000
Barbara C. (2)	5,500	Marsala (2)	8,100
Beatrice & Rose (1)	15,500	Mary E. (2)	8,300
Benjamin C. (1)	129,000	Mary M. (1)	1,900
B. Estelle Burke (1)	35,500	Mary Rose (1)	74,000
California (1)	7,500	Mellena II (2)	8,300
Carlo & Vince (1)	4,200	Nancy F. (2)	5,700
Casco (2)	10,100	Natale III (1)	7,100
Catherine Amirault (1)	59,600	Nyoda (1)	9,300
Cigar Joe (1)	4,000	Olga C. (1)	12,000
Columbia (2)	205,500	Olympia LaRosa (1)	1,500
Corinthian (2)	144,000	Philip & Grace (1)	78,500
Curlew (1)	92,000	Phyllis & Mary (1)	8,000
Dartmouth (1))	15,000	Pilgrim (1)	52,000
Emily Brown (1)	132,500	Raymonde (1)	61,700
Falcon (1)	2,000	Redskin (1)	51,000
Florence & Lee (2)	127,500	Rose & Lucy (1)	6,000
Frances R. (1)	1,000	Rosemarie (1)	9,000
Gaetano S.	48,600	St. Peter (2)	3,300
Golden Eagle (2)	70,000	St. Victoria (1)	10,000
Gov. Al Smith (2)	96,200	Serafina N. (1)	3,500
Hilda Garston (1)	68,000	Serafina II (2)	18,000
Immaculate Conception (1)	10,500	Thos. J. Carroll (1)	64,500
Irma Virginia (1)	4,000	Trimembral (2)	3,000
Jennie & Julia (4)	31,000	V-E Day (1)	100,000
Josie II (2)	8,000		

Boston

Acme (5)	8,600	Drift (2)	239,300
Addie Mae (3)	6,200	Eddie & Lulu M. (4)	3,600
Adventure (1)	46,000	Esther M. (2)	149,100
Alden (1)	24,500	Estrela (2)	145,200
Aloha (1)	56,500	Ethel (1)	1,000
Alphonso (5)	12,400	Falcon (1)	4,600
Annie & Josie (4)	8,800	Famiglia (4)	13,900
Anthony & Josephine (2)	12,700	Fannie F. Hickey (5)	15,200
Arlington (2)	163,200	Fearless (2)	272,800
Atlantic (2)	118,500	Flow (2)	161,900
Ave Maria (6)	19,600	Flying Cloud (2)	144,500
Barbara C. Angell (2)	144,000	4-C-887 (1)	2,300
Bay (3)	231,500	4-E-885 (2)	3,900
Belmont (1)	38,000	Francesca (2)	12,400
Benjamin C. (1)	62,600	Geraldine & Phyllis (2)	53,000
B. Estelle Burke (1)	34,500	G. N. Soffron (2)	79,300
Bettina (2)	50,300	Gudrun (2)	175,800
Billow (2)	111,100	Hazel B. (1)	55,300
Bonnie (3)	309,400	Ida & Joseph (2)	52,000
Breaker (2)	146,500	Immaculate Conception (1)	16,000
Breeze (2)	144,500	Jacinta (1)	26,100
Brookline (2)	147,000	Jackson & Arthur (3)	13,600
California (3)	53,400	J. B. Junior II (5)	17,000
Calm (2)	207,000	Jerry & Jimmy (1)	41,000
Cambridge (2)	248,600	Joseph & Lucia (1)	65,200
Cape Ann (1)	52,000	Josephine Ess (2)	71,500
Carmela Maria (Dragger) (5)	17,900	Josephine F. (1)	2,900
Carmela Maria (L. Trawler) (1)	3,500	Josephine P. II (2)	31,000
Carole June (1)	72,500	Josie M. (3)	7,300
Casco (1)	4,900	Julie Ann (2)	163,800
Catherine B. (2)	31,800	Junojaes (2)	138,500
Challenge (3)	391,500	Kid Roberts (2)	5,000
Chas. M. Fauci, Jr. (2)	63,300	Lark (2)	187,600
Charlotte M. (1)	58,700	Leonard & Nancy (2)	72,100
Clipper (1)	32,600	Leretha (1)	57,400
Cormorant (2)	150,700	Little Nancy (3)	38,700
Crest (2)	223,000	Lorine III (2)	24,000
Delaware (3)	284,400	Lucky Star (2)	126,300
Dolphin (1)	44,700	Lynn (2)	143,000
Dorchester (2)	165,700	Mabel Mae (2)	144,700
Madonna (1)	8,200	Rosie (4)	16,300
Maine (2)	191,500	Rosie & Gracie (1)	20,300
Margaret & Marie (1)	1,700	Rush (2)	149,700
Margee & Pat II (1)	35,700	R. W. Griffin, Jr. (1)	61,000
Maria (1)	2,700	St. Anna (2)	7,200
Maria del Soccorsa (4)	4,400	St. Joseph (Dragger) (3)	41,000
Maria Giuseppe (3)	11,700	St. Joseph (L. Trawler) (2)	7,200
Maria Immaculata (2)	18,100	St. Michael Angelo (2)	10,000
Marie & Winifred (1)	35,000	St. Peter II (2)	117,000
Maristella (2)	67,000	St. Providenza (3)	18,700
Marjorie (2)	15,600	St. Theresa (2)	8,700
Marjorie Parker (1)	53,000	San Calogero (5)	29,600
Marsala (2)	19,400	Santa Anna (1)	6,500
Mary (1)	5,700	Santa Lucia (3)	14,300
Mary & Jennie (2)	8,900	Santa Rita (1)	3,200
Mary & Joan (1)	51,500	Savoia (1)	2,200
Mary J. Hayes (1)	35,400	Silver Bay (1)	128,800
Mary M. (2)	15,100	Six Brothers II (3)	8,500
M. C. Ballard (2)	89,600	Solveig J. (1)	75,000
Michael G. (4)	7,400	Squall (2)	196,400
Nancy B. (3)	41,100	Stanley B. Butler (2)	163,800
Neptune (2)	128,700	Storm (2)	170,000
New Bedford (1)	17,900	Surge (2)	209,400
Newton (1)	42,900	Texas (1)	25,100
Nina B. (2)	143,200	Theresa R. (1)	40,100
Noreen (2)	113,100	Thomas D. (2)	36,000
Ocean (2)	183,500	Thomas Whalen (2)	115,500
Ohio (1)	41,000	Tide (2)	182,700
Olympia LaRosa (2)	33,000	Triton (3)	246,100
Pan Trades Andros (2)	173,600	Two Pals (6)	14,300
Paolina (1)	2,400	V-E Day (1)	69,000
Philip & Grace (1)	69,700	Venture I (1)	32,500
Plymouth (2)	99,000	Venture II (1)	54,500
Princess (1)	4,000	Virginia (2)	161,700
Quincy (2)	101,400	Wamsutta (1)	38,500
Red Jacket (2)	175,400	Wave (2)	196,700
Richard J. Nunan (1)	33,500	Weymouth (3)	192,500
Robert & Edwin (2)	6,300	Wild Duck (1)	44,500
Roma (5)	19,400	Wm. J. O'Brien (2)	202,500
Ronald & Mary Jane (1)	59,500	Winchester (3)	324,300
Rosemarie M. (2)	150,200	Winthrop (3)	180,300

Scallop Draggers (Landings in Gallons)

Antonina (1)	1,000	Margee & Pat (1)	950
Carol & Estelle (1)	1,000	Mary R. Mullins (1)	1,500
Christina J. (1)	750	Viking (1)	900
Louis A. Thebaud (1)	900		

New Bedford

Adele K. (1)	18,000	St. Ann (1)	13,000
Aloha (1)	40,000	S. M. Murtosa (1)	3,800
Barracuda (1)	3,000	Solveig J. (1)	31,000
Carole June (1)	41,700	Three Pals (1)	3,200
Diana A. (1)	41,000	Venture I (1)	32,000
Heedja (1)	10,000	Wamsutta (1)	50,000
Pauline H. (1)	38,500	Whaler (1)	33,100
Rose Jarvis (1)	1,000		

Scallop Draggers (Landings in Gallons)

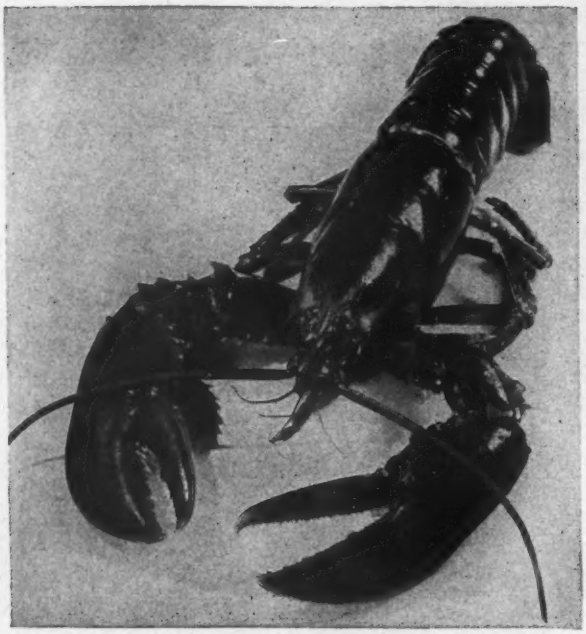
Alpar (1)	800	Mary D'Eon (1)	800
Carol & Estelle (1)	700	Mary J. Landry (1)	450
Louis Thebaud (1)	750	Serafina (1)	100

New York

Alvan T. Fuller (1)	36,000	Manuel P. Domingos (1)	24,800
Amelia (2)	121,000	Mary (1)	8,800
Beatrice & Ida (1)	17,000	Mary Anne (2)	103,500
Buzz & Billy (1)	20,000	Mary Canas (2)	29,000
Catherine B. (1)	10,300	Mary J. Hayes (1)	43,000
Catherine L. Brown (1)	33,000	Mary Tapper (1)	19,000
Catherine T. (1)	40,000	Norseman (1)	15,000
Connecticut (1)	9,800	Olivia Brown (2)	32,400
Edith L. Boudreau (2)	47,500	Penguin (1)	21,000
Felicia (2)	140,000	Pilgrim (1)	30,000
Gannet (1)	61,000	Puritan (2)	36,400
Gladys & Mary (1)	24,000	Rainbow (1)	7,000
Gud Kay (2)	13,000	Rosalie F. (1)	10,400
John G. Murley (1)	55,500	S #31 (2))	27,600
Josephine & Mary (1)	39,000	The Friars (2)	31,500
Katie D. (2)	87,000	Theresa & Jean (1)	64,500
Kingfisher (1)	10,100	Tina B. (2)	60,600
Little Alice (1)	9,600	Viking (2)	62,500
Magellan (1)	48,000	Viking (New Bedford) (1)	12,200
Major J. Casey (1)	16,000	Whaling City (1)	16,000

Scallop Draggers (Landings in Gallons)

Arthur L. (1)	850	Mary & Julia (1)	1,150
Gud Kay (1)	10		



CONSIDER THE **LOBSTER**
IN TERMS OF **PAINT**

Every lobsterman knows that the oftener he hauls and baits his traps the more lobsters he takes. He also knows that the more traps he can tend the bigger his catch. Reduced to economics, the more knots he can run per month, the more money he can make. That is where INTERNATIONAL BOTTOM PAINTS come in. They are more effective in preventing the growth of grass and shells so there is less reduction in speed from a foul bottom. Furthermore, they last longer so there is less time out for repainting. Yes indeed, INTERNATIONAL BOTTOM PAINTS can increase your earnings. Send for color card.

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BOTTOM PAINTS

International MARINE PAINTS

International Paint Company, Inc.
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International Paints (Canada) Ltd.
Montreal, Quebec — 6700 Park Avenue
Vancouver, B. C. — 101 Powell Street

AGENTS IN EVERY IMPORTANT PORT

Capt. Frank Bertolino of Boston and his new model NHMRS Cummins Diesel at National Motor Boat Show in New York.

"Carmela Maria" Being Repowered

The first fishing boat installation of the new Model NHMRS-604 Cummins Diesel is being made in the 64′ Boston dragger *Carmela Maria*. The vessel, owned by Capt. Frank Bertolino, is being repowered at Reid's Shipyard, Winthrop, Mass. under the supervision of Cummins Diesels of New England, Inc.

The *Carmela Maria*, which was placed in service 2½ years ago, is a highliner in her class, and on several occasions has fished right along with the larger vessels, going out to Georges and Western Banks. Her trips have run as high as 95,000 lbs.

The Boston dragger "Carmela Maria".

The new engine was purchased to give the dragger more horsepower and replaces a Model HMRS Cummins. It is a 6 cylinder power plant, with 5⅛″ bore, 6″ stroke and 743 cu. in. displacement, having a continuous rating of 175 hp. at 1800 rpm.

The engine is equipped with a Twin Disc Model MG-166 reverse and reduction gear with 4.38:1 ratio, and Twin Disc front power take-off. The fresh water cooling system is enclosed, using Sherwood pump and Ross heat exchanger and oil cooler, all engine mounted and connected. Pulleys from the engine drive a 2 kw. generator and 2″ Worthington bilge and deck pump. Other accessories include Leece-Neville 32 volt starting equipment Surrette batteries, Hobbs engine hour-meter, Reliance tachometer, Sperry hydraulic throttle control and Synchro-Start safety controls. The engine has steel mounting rails and the generator control panel was built by Cummins Diesels of New England.

For normal service the engine will operate at 1700 rpm. and will turn a Columbian 3-blade, 44″ diameter, 40″ pitch propeller at 388 rpm., producing a cruising speed of 10 mph.

Stonington, Conn. Industry Publicized

The main article in the latest issue of *Connecticut Progress*, published by the State Development Commission, features the Stonington fishing industry. The story carries information on the type of fishing boat used at Stonington, the number of men in the crew, conditions aboard boats, catches, etc. Included are pictures of local fishing boats; John Bindloss and Anthony Longo, dock proprietors; and Henry Palmer, builder.

DOWN TO THE SEA

IN BETTER BUILT SHIPS

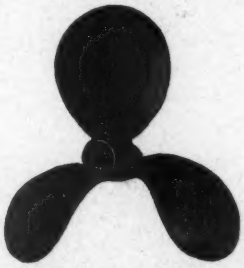
• Expert custom designing, engineering skill and shipbuilding "know how" result in the outstanding performance advantages found in all Sturgeon Bay built ships. Since the war we have produced Trawlers and Draggers for the east coast, Fishing and River Tugs for inland waters and Commercial Tugs for domestic and foreign ports. Let us show you how our ships are *better* built to do a *better* job.

SILVER BAY
Custom designed and built 96'6" steel Dragger for Silver Bay, Inc., Portland, Maine. Beam 22.6, Draft 11.3, Capacity 200,000 lbs.

STURGEON BAY

SHIPBUILDING & DRY DOCK COMPANY • STURGEON BAY • WISCONSIN

The "High Liners" must have efficient, dependable equipment



52" and LARGER

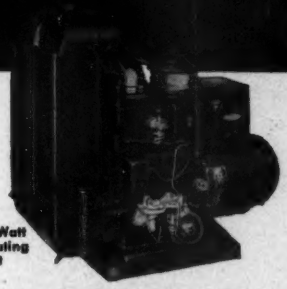
Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

DEPENDABLE ELECTRIC POWER



2000-Watt Generating Set

FAIRBANKS-MORSE GENERATING SETS

PERFORMANCE-PROVED to meet your requirements. Capacities, 350 to 35,000 watts. Compact, single-unit design, sturdy construction. Give unfailing service even under continuous, heavy-duty operation. A.C. and D.C. types, remote and automatic start. Send coupon for FREE literature today!

Fairbanks-Morse

A name worth remembering

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Chicago 5, Illinois

Please send free literature on Fairbanks-Morse Generating Sets.

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HUDSON MARINE RADIO TELEPHONES

The "MASTER MARINER"

CHARTER FISHING BOAT "AMERICA" OF SHEEPSHEAD BAY
CAPT. J. MICHAELS, owner and operator

After careful consideration, Capt. Michaels selected a Hudson Marine Radio Telephone as part of his fine equipment to help him operate on an unvarying daily schedule. The unfaltering service rendered by his Hudson equipment has proven the wisdom of this skipper's choice.

With more than 20 years experience in the field of electronic engineering, HUDSON pioneered in developing and manufacturing Marine Radio Telephones. The excellent quality of this equipment is proven by the large number of HUDSON MARINE RADIO TELEPHONES now in daily use, serving their owners faithfully with dependable and economical communication.

Hudson American's superbly styled new models are ruggedly built of the finest materials, in one compact unit. Low battery power consumption—rust-proofed and tropicalized for complete protection, they are ideally suited to every requirement of commercial marine communication.

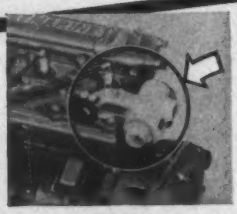
Equip your craft with the reliable HUDSON AMERICAN MARINE RADIO TELEPHONE.

Write for detailed information

HUDSON AMERICAN CORPORATION
A subsidiary of Reeves-Ely Laboratories, Inc.
25 WEST 43rd STREET, NEW YORK 18, N. Y.

Only GRAY offers you Workboat Engines with

THERMOGARD
Automatic Heat Control



Increases Engine Life • Decreases Service Time and Costs

- Holds the engine water jacket temperature at a controlled heat.
- Automatically compensates for changes in engine speed, engine load, and seasonal variations in sea water temperature.
- Eliminates cold spots and condensation.
- Maintains uniform temperature by diverting warm water to intake in exactly the right amount.
- Inhibits sludge formation. Reduces valve spring breakage.
- Completely automatic: no manual adjustments. Requires no attention from operator.

Ask Your Gray Dealer About THERMOGARD or Write for Illustrated Folder

GRAY MARINE MOTOR CO.
DETROIT 7, MICHIGAN

THE NEW KELVIN-WHITE "CORSAIR" SPHERICAL COMPASS

with built-in lighting and correctors, is ideal for inshore fishing boats. High performance at low cost.

$31.50

Write for descriptive circular, or ask your dealer

KELVIN & WILFRID O. WHITE CO.
90 State Street, Boston 9, Mass.
38 Water Street, New York

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Zincilate, Anti-Corrosive Coating

Zincilate, an anti-corrosive process which is claimed to afford 20 years' protection to ferrous metals against all common corrosive forces, has been announced by Industrial Metal Protectives, Inc., 137 N. Perry St., Dayton 2, Ohio.

This one coat protective coating has been successfully used on the interiors and exteriors of water and gasoline tanks, on machine parts, and on marine installations where it affords not only anti-corrosive but also anti-fouling service. It is unaffected after 1,000 hours' exposure in standard salt fog corrosion equipment, as approved by the American Society for Testing Materials. Maximum specifications for the Army and Navy require only 200 hours of salt spray exposure.

Zincilate also possesses unusual abrasion resistance. Even when sizable areas are destroyed by scraping or wear, lasting protection is assured through cathodic sacrifice of the film.

Commercial production of this product is scheduled to begin this month in the Newport News plant of Industrial Metal Protectives Corp. of Virginia.

Benjamin's Acquires Viking Shipyard

The 7 acre Viking Shipyard at Mill Basin, Brooklyn, New York, has been taken over by Benjamin's For Motors, dealer in industrial and marine equipment.

A new building is being erected to house the complete machine shop that will cost $200,000.00. Benjamin's specializes in rebuilding Diesel and gasoline engines, conversions and general marine repairs for small and medium size craft. A unique feature of the yard is the tremendous tanks in which an entire engine is dipped for cleaning.

In addition, there will be a sales showroom of new and used marine equipment. Tom Joynes, former superintendent of Todd Shipyard in Brooklyn and Newport News Shipbuilding and Drydock Co., is head of the Marine Division.

New President of Snow-Nabstedt

Arthur T. Nabstedt was recently elected president and treasurer of Snow-Nabstedt Gear Corp., Hamden, Conn. with which he has been connected for thirty years. The officers elected with Mr. Nabstedt are Douglas M. Pierpont, vice-president; Donald R. Thompson, secretary; and Arthur T. Nabstedt, Jr., assistant secretary.

Levi T. Snow, who retired as president, was elected to chairmanship of the board of directors.

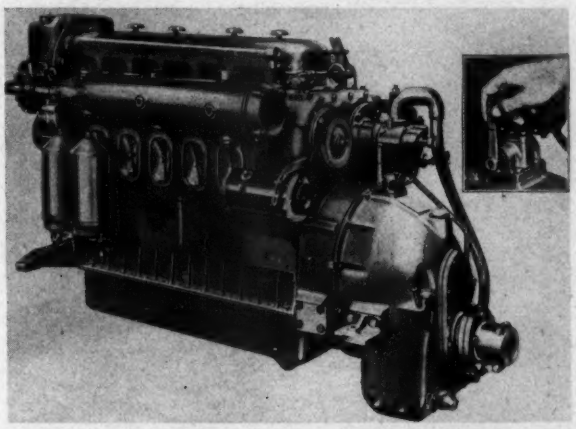
Arguto marine bearing distributed by Columbian Bronze Corp.

Arguto Bearings Sold by Columbian

Columbian Bronze Corp., Freeport, N. Y., is national distributor of Arguto oilless marine bearings, which are sold by its various dealers throughout the country.

These bearings have been tested and developed in marine installations in a wide variety of boats for 10 years. They have been subjected to every conceivable laboratory test, and in addition, have been put through exhaustive long range tests in actual installations under severe conditions.

Arguto bearings are made of a specially treated hard wood, impregnated with a waterproof formula of oils and waxes which insure proper self-lubrication for the life of the bearing. They are permanently rolled into a copper alloy casing and are finished in standard sizes to replace original equipment. Arguto marine bearings repel sand and require no water for lubrication. Due to their permanent self-lubricating feature they run cool, quiet, and free of vibration. They are available in conventional rectangular and oval flange bronze stern castings and struts as well as separate replacement units.



The General Motors, 6 cylinder, Series 71 Diesel engine with hydraulically operated clutch, reverse and reduction gears. Inset shows easily operated hydraulic clutch lever.

Viking Instruments Publishes Catalog

Safety controls manufactured by Viking Instruments, Inc., East Haddam, Conn., are described and illustrated in the firm's new 29 page catalog, No. 646.

These controls are protective equipment for internal combustion engines. They give visible and audible warnings of low oil pressure, high water temperature, high exhaust temperature, pump overloads or any of the various things which might cause trouble. A feature of these systems is that they can be tailor-made for particular installations.

Cummins Magazine Now Available

Pictures and stories of nearly 100 varied installations of Cummins Diesel engines are included in the first postwar edition of "The Dependable Diesel," a magazine published by Cummins Engine Co., Inc. of Columbus, Ind.

The 36-page magazine tells of successful applications of Cummins Diesel engines in the marine and other fields. A complete account of the steps which the company took in testing America's first successful high speed Diesel engine is related in an article entitled "High Speed Diesel Pioneer," and the story of the Cummins sales and service network is told in another two-page article.

Barfair "77" Mildewproofing Agent

A new, durable, easily applied solution which protects sails and other cotton fabrics against both the staining and rotting types of mildew without appreciably affecting color, flexibility, odor or weight, has been announced by Barfair Laboratories, P. O. Box 68, Haddonfield, N. J.

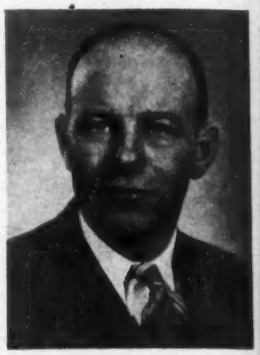
Based on an entirely new fungicide, the product known as Barfair "77" eliminates the heavy wear sails get while being dried out and rotting is prevented. It is claimed to have proved its ability under rigorous tests.

This product is being made available in quart and gallon containers. It is diluted with water before application and a quart is adequate for 130-150 feet of sail area. It is applied by brush-

MICHALLOY
the Magic Metal
of Long Endurance
DRASTICALLY CUTS
PROPELLER COSTS
FOR EVERY
PURCHASER
OF
MICHIGAN
MACHINED-PITCH
PROPELLERS
THE "M-P" — finest general purpose wheel made. Now heavier and stronger, with greater blade area than prewar models. Absolutely vibrationless. Now made in diameters up to 50".
MICHIGAN WHEEL COMPANY · Grand Rapids 3, Michigan

ing or dipping and is not disagreeable to apply. It has a mild, pleasant odor and does not irritate the skin. Small quantities poured in the bilge prevent the growth of molds and bacteria that are responsible for the musty bilge odor. The product is also said to be an excellent bactericide, therefore making it useful as a disinfectant wash in refrigerators.

Pearson Now Maine Osco Distributor



Madison S. Pearson

Madison S. Pearson, formerly sales manager of Osco Motors Corp., is now the Company's territorial distributor for Maine and New Hampshire with headquarters at 530 Forest Ave., Portland 5, Me. The business is operated as The Pearson Company and already has an active dealer clientele functioning.

In addition to handling Osco Ford marine conversions, Osco-Jeep and Osco-Hercules Diesel engines, the Company has the distribution franchise for Ray Jefferson radiotelephones.

Prior to his association with Osco, Pearson served in the U. S. Navy for about three years. Previously he was connected with the Bethlehem Steel Company Shipbuilding Division following several years as operator of a commercial fishing vessel.

Gifford-Wood Promotes Three

Promotions of three members of the sales organization have been made by Gifford-Wood Co., Hudson, N. Y., manufacturers of elevating and conveying machinery and Creasey ice breakers. Announcement was made by Benedict Gifford, president.

William E. Herb, eastern district manager, has been promoted to general sales and advertising manager. Walter G. Engler, western manager, has assumed the position of eastern district manager, with offices in the Graybar Building, New York City. William J. Chambers has taken over as western district manager at 565 W. Washington St., Chicago.

Mr. Herb joined Gifford-Wood Co. in 1916 and has held the position of eastern district manager since 1930. Mr. Engler has been associated with Gifford-Wood Co. since 1929 and western district manager since 1942.

Joseph C. Edler, left, Superior Engine sales engineer of Chicago, and R. E. Hoffmann, manager of Superior's New Orleans office.

Superior Opens New Orleans Office

The Superior Engine Division of The National Supply Co. has opened a Southeastern regional office at 531 Gravier St., New Orleans, La. R. E. Hoffmann, formerly manager of the Division's office at Jacksonville, Fla., will head the new office where a well equipped parts department has been established and complete sales and service facilities are available.

Joseph C. Edler, until recently with Atlas Imperial Diesel Engine Co., has been appointed a sales engineer of the Superior Engine Division with headquarters in Chicago to cover marine business on the Great Lakes.

HERE HE IS AGAIN—"SID" RIDEOUT

Smiling because it has been a long time since he stood between two D13000 Reliable Caterpillar Diesel marine engines—BOTH SOLD—BUT—Shipment is getting better.

Drop him a card or a call for information on deliveries.

PERKINS-EATON MACHINERY CO.

376 Dorchester Ave., Boston 27, Mass. Telephone SOUth Boston 4660

BETHLEHEM STEEL

Bethanized TRAWLER ROPE

stays on the job LONGER

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

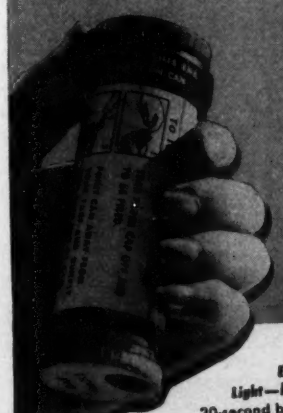
when you think WIRE ROPE . . . think BETHLEHEM

The Approved All-Purpose Distress Signal

A-P DAYNITE DISTRESS SIGNAL

T. M. Reg. • Patents Applied For

1,500,000 NOW BEING MADE FOR ARMED FORCES



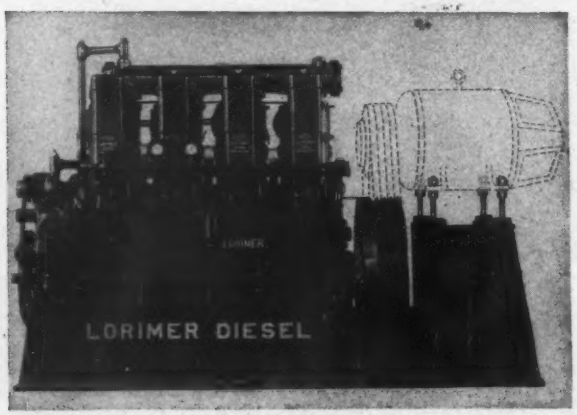
- ★ STANDARD — U. S. Navy and U. S. Naval Air Force.
- ★ STANDARD — U. S. Marine Corps.
- ★ APPROVED by the U. S. Coast Guard for ships, lifeboats and life rafts.
- ★ APPROVED by the Civil Aeronautics Administration as replacement for Very pistol and cartridges.
- ★ SPECIFIED by Air Transport Association for all inflatable life rafts
- ★ OBSERVED from aircraft in Official U. S. Coast Guard test — 33 miles.
- ★ OBSOLETES pistol-projected, floating and roman-candle type signals.

Hand held. Safe. Dependable. *Each signal absolutely waterfight.* *Light—less than 7 oz. Compact—5½ long.* 20-second brilliant night flare plus 18-second bright orange day smoke in opposite ends of steel container. Can be seen day or night when overcast would obscure pistol or roman-candle type signals. *Available at all marine and aviation supply dealers. Accept no substitutes.*

AERIAL PRODUCTS INC. MERRICK L I N Y

DIESEL FACTS BY Lorimer

Auxiliary Power That Fits YOUR Picture



Slow-speed heavy-duty Lorimer Diesel auxiliaries offer flexibility of installation that saves time and money. For example:

- **IF HEADROOM IS LIMITED,** a compact direct-drive Lorimer diesel-generator set fills the bill.
- **IF FLOOR SPACE IS AT A PREMIUM,** a belt-drive Lorimer job like the one shown above will give you maximum power with minimum floor space.
- **IF YOU HAVE A GENERATOR** from a previous auxiliary — whether high or low speed — it can be belted to a Lorimer diesel to save the cost of a new generator.
- **IF YOU WANT TO RUN SEVERAL UNITS FROM A SINGLE ENGINE,** even at different speeds, a Lorimer belted to a line shaft will handle generator compressor, brine pump and similar units at required speeds for each unit.
- **IF YOU WANT PROMPT HELP IN SOLVING YOUR AUXILIARY POWER PROBLEMS,** write the nearest Lorimer headquarters below . . .

LORIMER DIESEL SALES CO.
60 EAST FORTY-SECOND STREET, NEW YORK 17, N. Y.

Lorimer DIESEL ENGINE CO.

16th and Wood Streets
OAKLAND 7, CALIFORNIA

Sperry Loran on Boston Trawlers

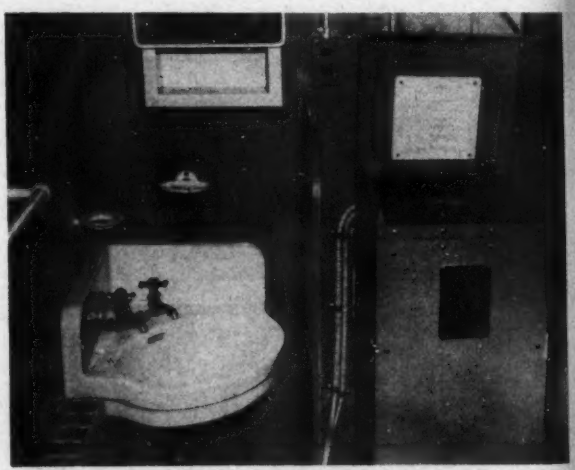
The use of Sperry Gyroscope Co. loran navigational equipment on two Boston trawlers is proving to be a great aid to the skippers in locating the fishing grounds. Divorcing the ancient science of navigation from the sun and stars, this secret wartime method of long range navigation has found favor with Capt. Iver Carlson, master of the trawler *Calm*. Capt. Carlson, senior skipper of General Seafoods' Boston fleet, has been testing the device for the past six months.

"I can find my position within six minutes," says Capt. Carlson, "and I'd say loran is the best thing invented since the depth finder."

His enthusiasm is shared by Skipper Walter E. Beatteay of the *Pan Trades Andros*, new 110′ trawler, second vessel in the industry to purchase direct-reading loran. Capt. Beatteay says, "With loran, you know exactly where you are. It's an aid to navigation and a time saver. By using it, you don't need mark buoys and you can hang right on the grounds."

Shipboard equipment consists of a compact receiver which receives radio pulses transmitted from pairs of stations on shore operated by the U. S. Coast Guard and the United Kingdom. These pulses, which travel at the speed of light, are measured by the receiver and translated into a "time difference" value which corresponds to lines on special navigation charts. The "time difference" reading represents in millionths of a second the time elapsed between receipt of pulses from a pair of stations. Two readings, taking five or six minutes, establish an "X" marking the spot where the trawler is.

With loran, no matter what the weather, captains can find their position quickly and keep their boats in the fishing area by frequent position checks. The electronic navigator has an effective range from the shore stations of 750 miles during the day to 1400 miles at night. The Sperry loran receiver unit weighs 235 lbs., and is 15″ x 15″ x 43″ high.



The Sperry loran instrument installed in the stateroom of the Boston trawler "Pan Trades Andros".

Eco Bulletin on Conversion Units

The new, lightweight Eco conversion units, specially designed for marine conversions of Ford V-8, Mercury, and Model A engines, are fully described in a bulletin just announced by Eco Engineering Co., 209 New York Ave., Newark 1, N. J.

These conversion units include metered capacity Eco gearless impeller pumps, designed to deliver a sufficient volume of water to maintain correct engine temperature at all speeds; special lightweight corrosion-resistant pulleys which turn the pumps at approximately 60% of engine speed; supports for the pump and engine front made of the same lightweight material; and self-lubricating ball-bearing outboard shaft bearings which reduce wear on the pump and require no oil or grease.

Other Eco features also are described in detail in the new bulletin, including the seven simple steps, requiring no special tools or equipment, needed to install one of the conversion units.

FOGBOUND!

but steering a sure, safe course for Home!

With a Kaar D-24 Direction Finder you are sure and safe when weather closes in. Your true position can always be determined by taking bearings on radiobeacon, standard broadcast, or other shore stations. You can ride the beam home by tuning in any continuously operating station in line with your destination. When you "home" with a Kaar D-24, you are "steering by ear"— permitting your eyes to do lookout duty all the way in.

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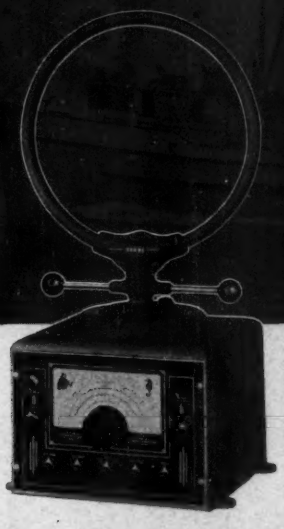

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This informative folder gives complete details of operation and many more uses for the Kaar D-24. It also describes the D-24R Direction Finder with remote loop, for installation where space is limited. No obligation.

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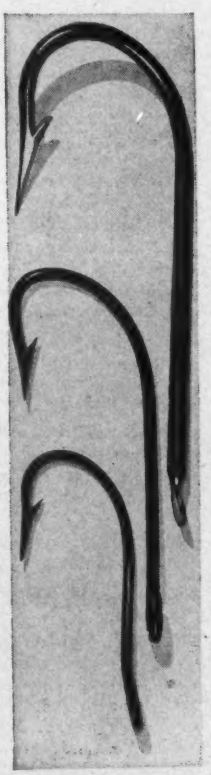

— made for practical fishermen who must have dependability and service. Made with sharp, strong points that will penetrate the bony cartilage and leathery membranes of tough, hard mouths and equipped with bends and shanks that will carry the tug and weight of fighting fish plus surging seas. Precision hooks — produced of selected steel — finely tempered — and made by precision craftsmen in a Country where fishing is a National Industry. Ask your dealer to show you

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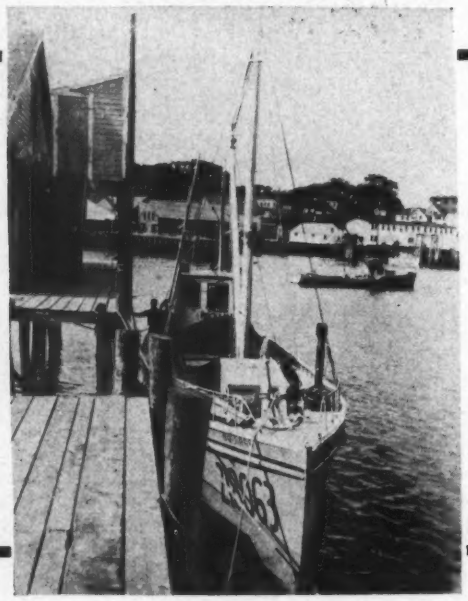

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National Fisheries Convention At New York, April 14-16

All indications point to a large attendance at the National Fisheries Institute 1947 Convention to be at the Waldorf Astoria Hotel in New York City April 14-16, with Jerome Kiselik as convention chairman.

Many outstanding speakers will be on the program, including Hon. Julius A. Krug, Secretary, Department of the Interior; Dr. George Gallup, Director, Institute of Public Opinion; Miss Katherine Fisher, Good Housekeeping Institute; Dr. Roy Lyman Sexton, nutrition expert; Congressman Fred Bradley of Michigan, Chairman, and Congressman Schuyler Otis Bland of Virginia, ranking Democratic member, Merchant Marine and Fisheries Committee of the House of Representatives.

The convention will convene on the Starlight Roof of the Waldorf-Astoria at 10 a.m. Monday, April 14. Officers for the coming year will be elected on the afternoon of the 16th and on the evening of that day a banquet will be held in the Grand Ballroom of the Waldorf.

Secretary Krug will be the honored speaker at the luncheon on the 14th. A "Congressional Luncheon" for members of Congress is scheduled for Tuesday. On Monday evening, a buffet-reception will be held in the hotel. Oscar of the Waldorf, internationally known chef, has many surprises in store which will be in the nature of a buffet-supper and seafood display.

Prior to the main convention there will be a number of preparatory meetings. The advertising committee will meet at the Waldorf on Friday, April 11. The committee, headed by Lee Green, which submitted a unanimously approved report on a national advertising program to the Executive Committee at New Orleans on February 7, will make its recommendations to the Board of Directors. Upon acceptance by the Directors, the plan will be presented to the full membership at the Convention. On Saturday, April 12, the other committees will make their reports to the Board of Directors, who will attend a luncheon with the committee members.

The Sounding-Lead

(Continued from page 9)

The work of the Division in assembling recorded knowledge, assisting in its dissemination, determining the gaps in existing knowledge, stimulating measures to fill the gaps and making recommendations for action will depend for its success on liaison with Government departments and other National and International organizations. Full advantage will be taken of facilities provided by National FAO committees and regional offices.

Arrangements are contemplated for members of the staff of the Division to visit certain countries in order to assist in developing latent fishery resources. Plans are also underway for a world fishery census in 1950, and a start has been made by the economics branch in making special studies of fish products in relation to commodity arrangements.

ADDITIONS TO FLEET—A total of 1,149 vessels over 5 net tons were added to the United States fishing fleet during 1946. Vessels receiving their first documents as fishing craft numbered 1,033, as compared to 717 in 1945. An additional 116 vessels were redocumented as fishing craft during the year.

Figures by sections for craft receiving their first documents as fishing vessels in 1946 were as follows: New England, 86; Middle Atlantic, 74; Chesapeake Bay, 71; South Atlantic and Gulf, 351; Great Lakes, 76; and Pacific Coast, 375.

NEW ENGLAND CATCH—Landings of fish at Boston, Gloucester, New Bedford and Provincetown, Mass. and Portland, Me. totalled 543,026,116 lbs. in 1946, as compared to 568,395,584 lbs. in 1945. Last year's catch was valued at $40,775,885, with an average price of 7.51c per pound, as compared to the 1945 value of $36,904,321, and an average price of 6.49c per pound.

The Portland catch showed the biggest increase over 1945 landings. A total of 35,612,077 lbs. of fish, valued at $1,618,742, were landed at that port in 1946, as compared to 21,956,007

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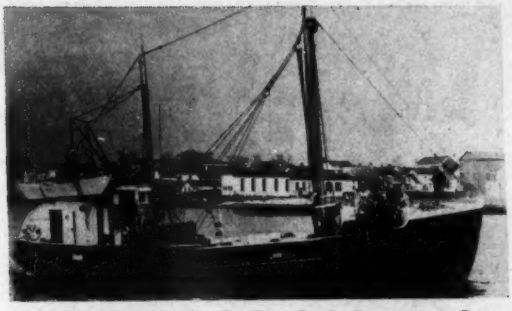

The "CONNECTICUT"—Bindloss Dock, Stonington, Conn.

AERO-MARINE RADIO LABORATORY

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lbs. in 1945, valued at $1,035,398. The average price per pound in 1946 was 4.54c, while the 1945 price was 4.72c.

Landings at other New England ports were as follows: Boston, 158,152,000 lbs., valued at $13,694,000; Gloucester, 217,968,000 lbs., valued at $10,822,000; New Bedford, 90,324,000 lbs., valued at $12,241,000; and Provincetown, 40,970,000 lbs., valued at $2,400,000. The average prices per pound were as follows: Boston, 8.66c; Gloucester, 4.96c; New Bedford, 13.55c; and Provincetown, 5.86c.

Comparative figures for 1945 were as follows: Boston, 188,161,000 lbs., valued at $13,790,000; Gloucester, 213,498,000 lbs., valued at $11,184,000; New Bedford, 101,363,000 lbs., valued at $8,601,000; and Provincetown, 43,418,000 lbs., valued at $2,295,000. The average prices per pound were as follows: Boston, 7.33c; Gloucester, 5.24c; New Bedford, 8.48c; and Provincetown, 5.28c.

The marked increase in the 1946 average price at New Bedford was due in part to an increase in production of scallops.

ARMY PURCHASES—Purchases of fishery products by the Army Quartermaster Corps' twelve market centers during the years 1943 to 1946, inclusive, totalled more than 199 million lbs. Procurements during 1946 amounted to 25,146,425 lbs., a decline of 54% under those of 1945. A total of 54,118,064 lbs. of fish were purchased by the Army in 1945, while 64,230,402 lbs. were bought in 1944, and 55,704,016 in 1943.

Army purchases during January totalled 1,127,192 lbs. Expectations now are for purchases to continue at about 1 million lbs. per month, due primarily to the fact that more soldiers are eating in garrison messes than heretofore.

ROSEFISH DESIGNATIONS—The Federal Trade Commission recently vacated and set aside a 1944 order directing a large corporation and three of its subsidiaries to cease and desist from advertising and selling rosefish fillets as "ocean perch", "red perch" or "perch". The vacating order, which also dismissed the complaint, recited that the Commission had been advised by the Food and Drug Administration that the terms "ocean perch" and "red perch" have been approved by that agency as proper labeling for rosefish.

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FISH HOOKS

All Styles, Sizes and Finishes

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BALTIMORE MIAMI

Vineyard February Luck Is About Average

By J. C. Allen

This is the end of February, an average month, as the run of Februarys go. We would say, judging from all the facts available to us, that the run of weather, luck, and all natural angles of the business during the month were about the same as during the past 2 or 3 years. This means that the overall catch figures are down, probably well below those of 6 or 7 years ago.

Fishing Fleets Tied Up

For the rest, the New Bedford and Boston fishing fleets have been tied up for various causes. However, there is no reason for us to go into those things. All hands concerned know the circumstances well, and outsiders probably wouldn't understand, anyway. The point is that a bunch of vessels were tied up and lost money, and a lot of dealers in fish went astern financially. A large number of dealers in supplies, fuel and so on likewise were hit, and nobody stands to benefit by any of it, as we see it.

We can understand why a fisherman feels that he must have a minimum price for his catch. His expenses have been rising for several years, and some commodities are still going up. We can understand the viewpoint of the dealer who has a bunch of frozen fish on hand which he must move soon or lose. He is in a tough spot, particularly if he paid too much for this fish, as some of them did.

There is no need to describe the feelings of the boat owner, especially if he built his vessel during the War at a price double what it used to be, and maybe went in debt for it. Thus it is easy to comprehend why the industry is shouting for higher tariff rates to protect itself, and various other legislation.

Key to Prosperity Not High Prices

From a local point of view there is no problem. We can tick off on our fingers a score of men, maybe 50, who paid for their homes, furnished them, bought cars and dabbled in investments when their income came from fish that sold for 2c at the cap-log. We can put the finger on 50 more who have been selling the same varieties of fish for 15 to 18c a pound for the past few years, and yet who haven't two dimes to rub together. Does anyone seriously believe that high prices are the key to prosperity? Nothing in the history of the industry supports this belief. Maybe 2c is too low; probably it is. But we do not think that the public can be induced to buy more fish as long as the price is high.

The insane prices of gear, vessels, and all the rest have been partly due to the likewise insane prices that the public has had to pay for its fish during recent years. But we do not hold any of this against the fishermen. The big money that they are credited with receiving has been only the drippings of the gravy, nothing more.

Scarcity of Groundfish

We have heard a lot about groundfish being depleted, and wonder just how scarce they really are. For example, we would be interested to know just how the run would stack up if no more boats fished than we had back in 1940. We also wonder how it would be if the gang came back who were fishing in 1925, and took a whirl at things with the gear they were using then. We doubt if they would starve or even worry about finances because we know that there were plenty of surface fish last year, and there will be plenty this year, too. But you can't get 'em with an otter trawl. And so there are breakers ahead, breakers for good honest men as well as for those who are dishonest.

"Viking" Complétely Rebuilt

The 40' dragger *Viking*, which was destroyed by fire last August, has been completely rebuilt at the Martha's Vineyard Shipbuilding Co., Vineyard Haven. The work began in September, and constituted the first real job of vessel rebuilding performed on the Island in many years. Close to 40% of the job was new construction, and fishermen are of the opinion that the vessel is now a far more seaworthy craft than she was before misfortune struck her. The *Viking* is owned by Capt. John Coutinho, who purchased her after the fire.

New Brunswick May Erect Cold Storage Plant

By C. A. Dixon

Much interest is being evidenced in Southern New Brunswick and Eastern Maine fishing circles regarding the proposal for establishing a modern cold storage plant on Grand Manan Island, with a capacity for handling a minimum of 1,000,000 lbs. of fish annually. It is estimated that the proposed plant would cost $100,000, with 30% of the cost to be paid by the Canadian Government, 30% to be in bonds guaranteed by the New Brunswick Gov't, and 40% to be obtained from Grand Manan investors.

W. S. Oglivie of Grand Manan Products has been named to interview prospective investors in Grand Manan. If definite plans are worked out and the local financial requirements are realized, the New Brunswick Government will send an engineer to Grand Manan to supervise the building of the plant and installation of machinery.

Preparing for New Sardine Run

Both sardine weirmen and seiners in Charlotte County, N. B., the principal source of supply for canning purposes during the Winter months and most of the year, have been preparing for the Spring school of fish. Several new boats will join the fleet.

However, expenses are very high this season, especially in respect to twine products, prices of which in some cases advanced during the Winter to what seemed to be unreasonable heights. Boats and weir material also are high in price. These increases probably will cause many fishermen to repair their old equipment, and will result in a sharp curtailment in purchases.

Seiners Handicapped by Bad Weather

Bad weather conditions handicapped purse seiners the latter part of February, but the slack-up in production was believed to be only temporary. Fishermen are looking forward to the opening of Eastern Maine sardine factories and the resulting increased demand.

The number of active seiners was small during the Winter due to the limited market for sardines. However, the Canadian canneries operated steadily and furnished a valuable market for fishermen's catches, as well as much employment.

Make Fair Scallop Catches

Storms and winds the latter part of February interfered greatly with scallop dragging operations, but fairly good landings were made when the weather permitted. Some of the boatmen in Charlotte County worked in the St. Andrews Bay area, while others went farther afield, making their catches in different localities bordering on the Bay of Fundy.

Landings Show Decline

Southern New Brunswick January landings fell off 5,944 cwts., with a drop of $12.995 in value. The sardine catch, which topped the take of all varieties, amounted to 2,168 hogsheads, valued at $35,759. Catches in the sub-districts were as follows: East Charlotte, 1,572 hogsheads, valued at $25,945; Campobello-West Isles, which includes Deer Island, 586 hogsheads, valued at $9,679; and Grand Manan, 9 hogsheads, valued at $135.

The total value of all kinds of fish landed in January amounted to $70,056. The catch and value of some of the species included in the landings were as follows: cod, 544 cwts., $2,650; haddock, 312 cwts., $2,646; herring, 802 cwts., $1,352; alewives, 270 cwts., $2,700; smelts, 6 cwts., $120; lobsters, 294 cwts., $13,748; clams, 3,420 cwts., $6,840; scallops, 70 cwts., $4,151; and winkles, 30 cwts., $90.

The clam take showed an increase of 1,684 cwts., and a jump of $4,236 in landed value. All of St. John and Charlotte Counties, with the exception of Lepreau and the Grand Manan areas, are now open for digging.

Two Weirmen Die

Two widely known Deer Island fishermen, Clarence H. Cline, 78, part owner in a number of sardine weirs, and Hartford Calder, 42, part owner of a weir in the West Isles area, died during February. Mr. Cline did an extensive business with Eastern Maine sardine factorymen.

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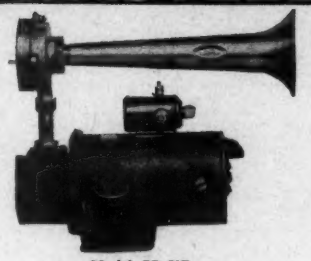

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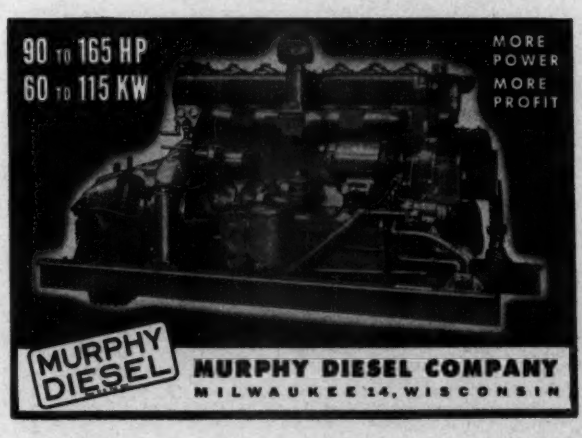

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ALARM SIGNALS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

ANCHORS
*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS
Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE
"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio

CAN MANUFACTURERS
Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES
Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES
Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGES
Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES
*Kelvin-White Co., 90 State St., Boston, Mass.

CORDAGE MANUFACTURERS
*American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS
*Aero-Marine Laboratory, Foster Field, Stoningston, Conn.
*Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.
*Bludworth Marine, 100 Gold St., New York 7, N. Y.
*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS
Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
Diesel Engine Sales & Engineering Corp., Whesco Bldg., Fish Pier, Boston 10, Mass.
*R. H. Sheppard Co., 330 Middle St., Hanover, Pa.
United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.

DISTRESS SIGNALS
*Aerial Products, Inc., Merrick, L. I., N. Y.

ELECTRICAL EQUIPMENT
Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
General Electric Co., Schenectady, N. Y
Sperry Gyroscope Co., Inc., Great Neck, N. Y.

ELECTROLYSIS ELIMINATION
Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE MANUFACTURERS
Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit 8, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.
The National Supply Co., Superior Diesels, Springfield, Ohio.
*Nordberg Mfg. Co., Milwaukee, Wis.
*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
Palmer Bros. Engines, Inc., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minnesota.
*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts
*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines
*Ford Motor Co., 3559 Schaefer Road, Dearborn, Mich.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*Nordberg Mfg. Co., Milwaukee, Wis.

ENGINE DEALERS
*Benjamin's for Motors, 130 Clinton St., Brooklyn 2, N. Y.
*The Edson Corp., 49 D St., South Boston, Mass.
*Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.
Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.
*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
*Southworth Machine Co., 30 Warren Ave., Portland, Me.
*United Boat Service Corp., City Island, New York 64, N. Y.

EXHAUST SILENCERS
John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

FISHING GEAR
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY
*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FISH SCALERS
Portable, Flexible Shaft
N. A. Strand & Co., 5001 N. Wolcott Ave., Chicago, Ill.

FLOATS
*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
L. D. Lothrop Sons, Gloucester, Mass.

FUEL GAUGES
The Liquidometer Corp., Marine Division, Skillman Ave. at 37th St., Long Island City, N. Y.

HOOKS, FISH
*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
*O. Mustad & Son, Oslo, Norway.
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio

ICE BREAKERS
Gifford-Wood, Hudson, N. Y.

ICE PICKS
Chas. D. Briddell, Inc., Crisfield, Md.

MARINE GLUE
W. A. Briggs Bitumen Co., 3309 Richmond St., Philadelphia 34, Pa.

NETS AND NETTING
W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.
Pauls Fish Net Company, 357 West Ohio Street, Chicago 10, Illinois
A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING
H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS
Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.
Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

OILS
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
*Standard Oil Co. of N. J., 26 Broadway, New York 4, N. Y.

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*Pettit Paint Co., Belleville, N. J.

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*Columbian Bronze Corp., Freeport, N. Y.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS
*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS
*The Edson Corp., 49 D Street, South Boston, Mass.
Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

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*Aero-Marine Laboratory, Foster Field, Stoningston, Conn.
*Bludworth Marine, 100 Gold St., New York 7, N. Y.
Fisher Research Laboratory, Inc., Palo Alto, Calif.
The Hallicrafters Co., 2611 S. Indiana Ave., Chicago, Ill.
Jefferson-Travis Inc., 380 Second Ave., New York 10, N. Y.
*Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

*Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
*Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*Submarine Signal Co., 160 State St., Boston, Mass.

RADIO TELEPHONES

*Aero-Marine Laboratory, Foster Field, Stonington, Conn.
Fisher Research Laboratory, Inc., Palo Alto, Calif.
Harvey-Wells Electronics, Inc., Southbridge, Mass.
*Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
Jefferson-Travis Inc., 380 Second Ave., New York 10, N. Y.
*Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
Radiation Products, Inc., Dept. 20, 1142 Wall St., Los Angeles 15, Calif.
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*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

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*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
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Southwest Boat Corp., Southwest Harbor, Me.
Stonington Boat Works, Stonington, Conn.
*Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wis.
J. K. Welding Co., Inc., 3 Federal St., Yonkers 5, New York.
Welin Davit & Boat Co., Perth Amboy, N. J.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.
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Sperry Gyroscope Co., Inc., Great Neck, N. Y.

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*Hathaway Machinery Co., New Bedford, Mass.

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*Hathaway Machinery Co., New Bedford, Mass.
*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.

Letters

Comments on our February editorial "Fish Tariffs Should Offset Lower Foreign Costs".

Sirs: . . . I received your letter of February 17 enclosing material from your February issue, dealing with tariffs on imports of fish. I am having our specialists on tariff negotiations with the nuclear countries read this.—Thomas R. Wilson, Department of Commerce, Office of International Trade.

Sirs: . . . Please accept my sincere thanks for placing this material in my hands. The substance of same is very valuable information to me in connection with my sub-committee assignment No. 3 on salt water fish and shell fish problems. —Rep. Prince H. Preston, Ga., Merchant Marine and Fisheries Committee.

Sirs: . . . I appreciate very much your keeping me informed on this very important matter.—Rep. Horace Seely-Brown, Jr., Conn., Merchant Marine and Fisheries Committee.

Sirs: . . . Thank you for your letter and enclosure. I am glad to have the subject matter. I am interested, as you well know, in our fishing industry and whenever you have items in which you think I would be particularly interested I would be glad to receive them.—Sen. Owen Brewster, Maine.

Sirs: . . . I am glad to have this information and the benefit of your views on the matter.—Sen. Charles W. Tobey, N. H.

Sirs: . . . I wish to acknowledge receipt of your letter of 17 February, with accompanying material published in your February issue, which I have read with care and understanding.—Rep. George J. Bates, Mass.

Sirs: . . . Thanks very much for sending me proof sheets from your February issue which carries your very fine story on fish tariffs. It is very well written and presents the subject most clearly. —L. J. Hart, Mgr., Gloucester (Mass.) Fisheries Assoc.

Acknowledgments also were received from the following:

William E. S. Flory, Department of State, International Resources Division;

Lynn R. Edminster, Chairman, Committee for Reciprocity Information;

Sen. Wallace H. White, Jr., Maine, Chairman, Committee on Interstate and Foreign Commerce;

Rep. Edward T. Miller, Md., Merchant Marine and Fisheries Committee;

Rep. Schuyler Otis Bland, Va., Merchant Marine and Fisheries Committee;

Rep. Christian A. Herter, Mass., Merchant Marine and Fisheries Committee;

Rep. Chester E. Merrow, N. H., Foreign Affairs Committee.

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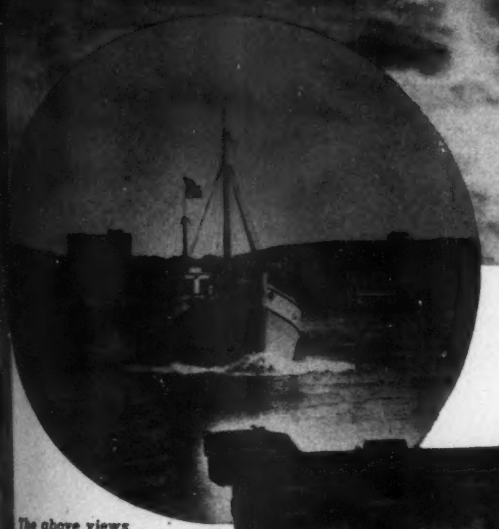

The above views show the "Thorsteinn" underway in fair and foul Iceland weather. She gets plenty of power from a single 6-cylinder BUDA Diesel Marine Engine Model 6-DCMR-1879 shown at the right.

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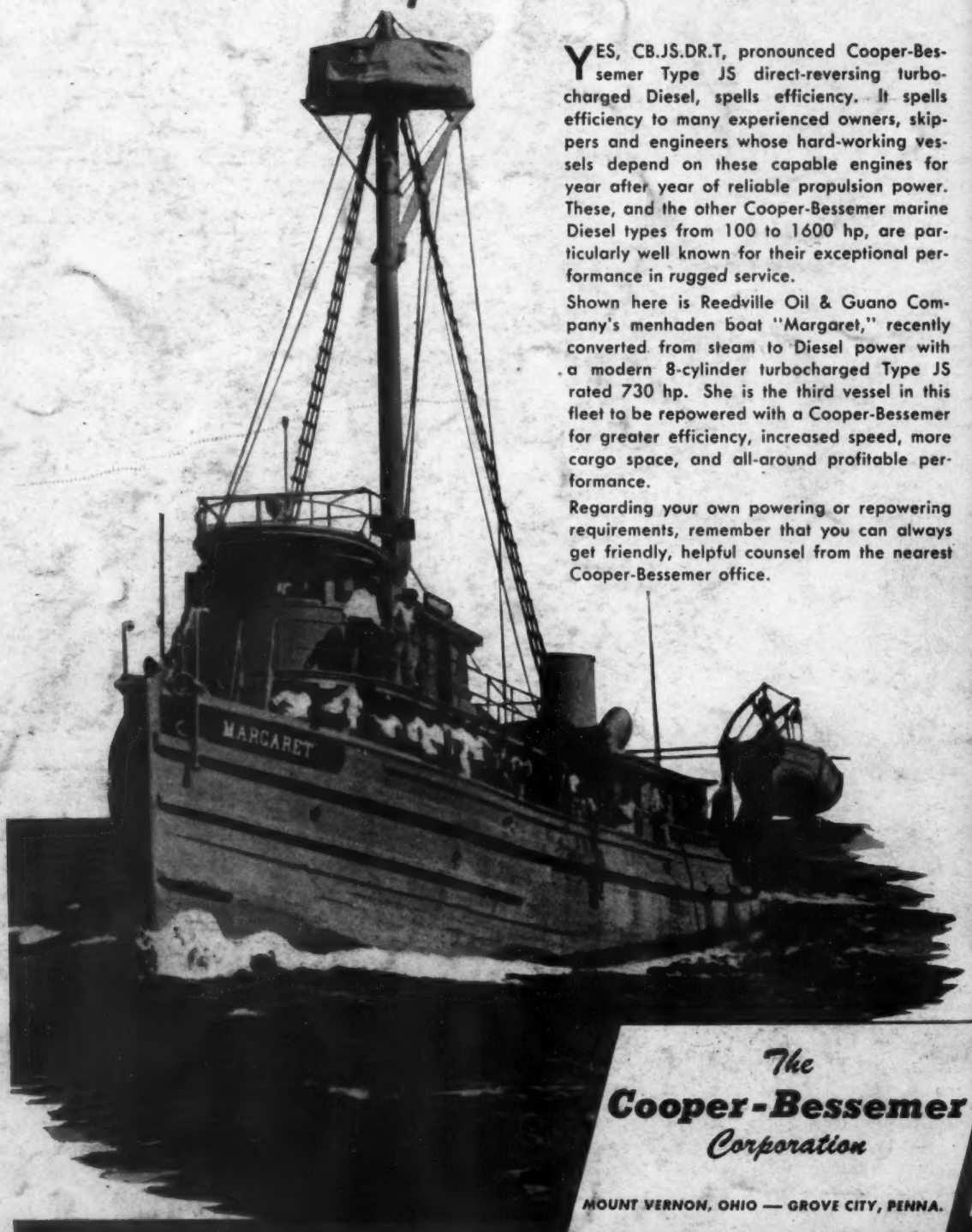

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